







# CORRECTIONS AND NEW INFO

Dean R. Thilgen writes: "I was pleased to see the two photos on page 28 of the Stillwater inmates. I think they need a further explanation. The two images are part of a series John Runk took of the old prison in Stillwater during its waning days. The new prison was being built south of town at the time, circa 1907-1909. A state official used some of the photos in a 1909 self-published book titled "Convict Life at the Minnesota State Prison" and my company reprinted it a few years back.

The top photo showing locomotive 712 was printed in that book. The original caption: "Warden Wolfer chaperoning convicts to their new 'home.'" That is Warden Henry Wolfer in front, wearing the white shirt, jacket and hat. I think this was a work crew arriving at the new prison construction site. The flimsy wooden wall in the back and the pile of lumber in front hint that the prison is not complete. The Bayport prison was completed in 1914.

The bottom photo is an alternate view of the one printed in the 1909 book (taken a minute later, perhaps). Its original caption: "Convicts entering train at Stillwater bound for new prison." It appears Runk followed the train from this first scene at the old prison, to the scene of the arrival at the new prison."

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Jim Ogland points out that the steamboat photo on page 30 of the Winter 2000 issue was taken at Minnetonka Beach, not Spring Park.

## NOTES

For the first time, MTM ridership and visits topped 100,000 in 1999. Actually, the total was 104,309. Here's the breakdown.

Como-Harriet	40,392
Minnehaha Depot	2,869
Osceola	24,498
Steamboat Minnehaha	26,995
Excelsior Streetcar Line	3,541
Jackson Street Roundhouse	9,555
Total	104,309

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**Front cover: Spring has opened the Mississippi River to navigation, but the leaves have yet to emerge in this April 1937 view of the Lake Street Street, looking south from the St. Paul side. Observed by the riders aboard a pair of Selby-Lake streetcars, the era of steam powered paddlewheelers is approaching its end.**

**Minneapolis Star-Tribune photo, Minnesota Historical Society collection.**

**Inside front cover: Selby-Lake cars wye'd out at 4th and Rosabel (now Wall) in St. Paul's Lowertown. They took their layover in front of the impressive Gordon & Ferguson Co. building, which survives today. Visible at far right is the train shed of the original St. Paul Union Depot.**

Executive Director **Chuck Armstrong** has resigned to take another job. Armstrong had been in the position one year. The search is underway for his replacement.

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Member **Doug Hodgdon** is working on a Minneapolis, Northfield & Southern exhibit for display at the Masonic Home, former mansion site of the Dan Patch Line's founder, Marion Savage. If anyone has photos of materials for the display, please call Doug at 612-926-7164.

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The Pelican Valley Navigation Company article that ran in the Summer 1999 issue has been reprinted in the Winter 2000 issue of American Canals, the newsletter of the American Canal Society. MTM member **Eric Eaton**, who is also a member of the Canal Society, arranged for the reprint.

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Thanks to the efforts of **Jerry Leimer**, MTM's circular trademark is now registered with the federal government.

## BOARD OF TRUSTEES

December 1999

-Appointed **Mike Kramer** interim Superintendent of the Steamboat Division.

-Approved the extension of the Arsenal agreement until Sept. 30, 2001.

-Approved the exchange of MTM Northern Pacific baggage car #234 for member **Robert Moen's** Milwaukee Road Hiawatha coach #502.

January 2000

-Authorized negotiations with Andersen Corporation to acquire a diesel locomotive.

-Conditionally approved the continued Como-Harriet Line right of way lease from the Minneapolis Park Board.

February 2000

-Approved changing the name of the Streetcar Steamboat Division to the Lake Minnetonka Division.



Official Journal of the

# MINNESOTA TRANSPORTATION MUSEUM, INC.

193 Pennsylvania Avenue East  
St. Paul, MN 55101

Vol. 2, No. 2

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**Charles Barthold** .....Mailing

## CIRCULATION

The *Minnegazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

## SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

## MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

## MEMBERSHIPS

Individual	\$ 30	Family	\$ 40
Sustaining	\$ 50	Sponsor	\$ 100

## SEND DUES, ADDRESS CHANGES AND MEMBERSHIP CONCERNS TO

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Web site  
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## BOARD OF DIRECTORS

Terms expire 2001: **John DeWitt**, **Mike Kramer**,  
**Joahn Oliver**, **Byron Olsen**,  
**John Walker**, Secretary

Terms expire 2002: **Dave Kettering**, Treasurer;  
**Gerald Leimer**,  
**Michael E. Miller**, Chair,  
**Jim Vaitkunas**, Vice-Chair;  
**Heather Worthington**

Terms expire 2003: **Charles Barthold**, **Art Pew**,  
**John Robinson**, **John Senior**

Class 4 appointed: **Eric Hopp**, **Corbin Kidder**,  
**Ross McGlasson**, **Noel Petit**

Executive Director vacant

## LETTER FROM THE CHAIR

-Michael E. Miller

After one year of service, MTM's first Executive Director **Chuck Armstrong** has resigned to take another position. Chuck accomplished a great deal in his too-brief tenure. We hired him to get the museum's administrative house in order, and he accomplished quite a bit, starting up a new telephone system, a new financial computer system and establishing the museum executive office at Jackson Street.

Chuck's departure has given the Board a useful opportunity to reexamine the role of the Executive Director. As this is written, the consensus seems to be to reduce the position's salary somewhat and use the remaining money to hire a part time clerical person. Chuck often found himself doing very mundane office tasks because there was no one to give them to. The Board has already started the recruitment process for his replacement. There is much left to do, the creation of personal policies covering the museum's employees, fund raising, museum-wide marketing, reservations and ticketing, and increased volunteer recruitment.

I'm very pleased by the new relationship between MTM and the non-profit historical societies for the Great Northern and Northern Pacific. The two organizations have lacked a permanent home for their extensive archives. They have agreed to jointly pay for the restoration of a room in Bay C of Jackson Street Roundhouse, located just inside the new visitor entrance. Their volunteers will staff the space, making the archive materials available for the public to study. There is also considerable "stack" space for records storage in Bay D, under the elevated floor. The synergy created by this arrangement will be good for everyone. MTM's emphasis has been on operating equipment, while the historical societies have specialized in the "paper" end of things. Each completes the other. And I have no doubt that each organization will gain new volunteers and members as a result of this association. Thanks to members **Art Pew, John Robinson, Stuart Holmquist and Lorenz Schrenk** for making this happen.

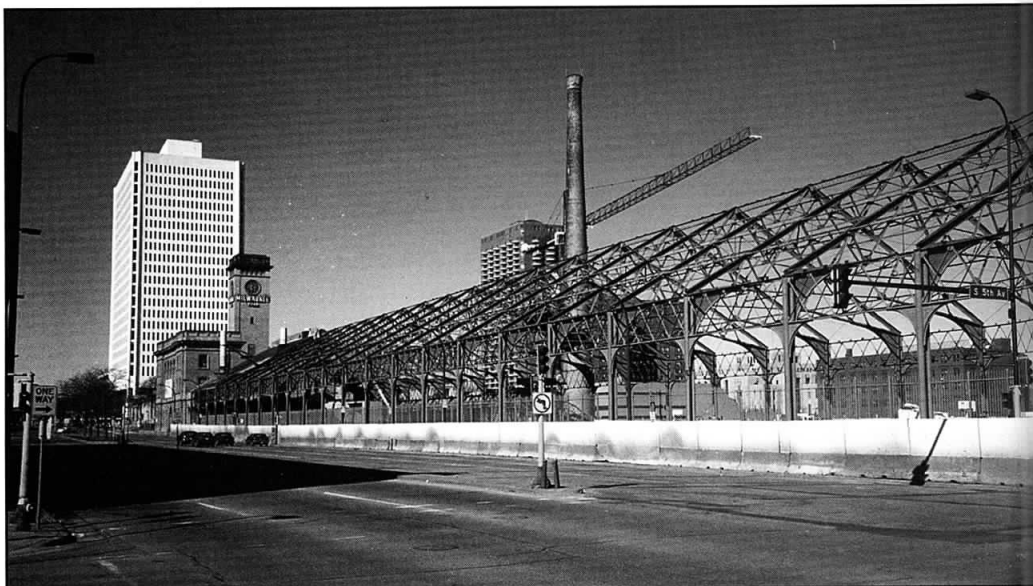
I believe my favorite duty each year is presenting the MTM Lifetime Achievement Awards at the Annual Meeting. We don't do a lot to recognize the truly admirable contributions of the

volunteers that keep the museum going. Lifetime Achievement is not an understatement for these folks, many of whom have been contributing their time, effort and money to the museum for 10, 20, 30 or more years. This year the award goes to a couple of members with fewer years of involvement, but that effort was intense to say the least. For those not yet recognized, I hope you won't take offense. This is certainly not the last year the awards will be given. Here then are this year's awardees.

### Frank and Judy Sandberg

Frank and Judy are founding members of MTM, members #1 and 3, to be specific. Frank was MTM President four years in 1970s and 80s

and, with a couple of interruptions, served on the Board most of the years in between. Judy served on the Board from 1967 to 1984. Frank helped acquire Northern Pacific coach #1370 and worked on the restoration of streetcar #265. He was a motorman and one of the first track foremen at Lake Harriet. Judy was the museum's first Secretary-Treasurer, holding the job for eight years, and she ran streetcar at Lake Harriet. They were extremely active in the restoration of the Minnehaha depot, the reconstruction of the Como-Harriet Line, and the rebirth of steam locomotive #328. Frank's company, Contek Machine, has manufactured or fabricated many steam components over the years, including 328's cab.



**After many frustrating years of failed plans and neglect, the Milwaukee Depot is being restored. The headhouse received an ISTE-funded exterior cleanup last year. Now it's the interior and the landmark train shed, seen here with the roof off and the steel sandblasted and primed. Aaron Isaacs photos.**





They worked on the restorations of car #1300, Dan Patch #100 and Duluth streetcar #265. Frank played a major role in securing Burlington Northern's donation of the Stillwater & St. Paul Ry. Although not active as volunteers in recent years, the Sandbergs have continued to support MTM through generous and frequent donations of both money and Contek technical assistance. Through their company North Star Rail they have restored and operated Milwaukee Road 4-8-4 #261. In the process they have employed and trained younger MTM members in the art of repairing and running steam.

#### **Mike Buck**

Mike has been MTM video-meister. His beautifully shot and edited videos have captured the essence of the museum and its operations. He worked on the restorations of #265, #78 and PCC #322. He served on the Railroad Division excursion crews in the early 1980s. He has been a tireless volunteer at Lake Harriet, where beside operating he has created the depot displays and year after year has mowed and picked up the right of way. He served as Traction Vice President from 1981 to 1983, and in 1984-85. His emphasis has now shifted to the Steamboat Minnehaha, where he serves as a purser.

#### **Bill Cordes**

Bill rode the famous last streetcar trip in 1954, and was one of MTM's founding members. As such he is one of the handful of members who have volunteered continuously for the past 38 years. Besides being an motorman all this time, he also served on the early Railroad steam excursions, on the Board in 1969 and 1982, and was the Membership Secretary from 1987 to 1991. He is best known for his many years of maintaining the Como-Harriet's overhead wire, as the senior half of the "technical twins" with "Electric" Mike Miller.

#### **Blair Dollery**

Blair was not a founding member of MTM, but joined up the very next year, 1963. Not everyone wants to be a museum officer or supervisor. Some members are notable for quietly volunteering year after year. Blair is one of those. He has been a streetcar operator at Lake Harriet continuously since the line opened in 1970, and worked on the car #265 restoration. Unlike most MTM volunteers who concentrate on only one division, Blair also volunteers regularly on the railroad. He did track work at Stillwater and has been as a regular car attendant there and at Osceola.

#### **Bill Graham**

Bill appeared on the Como-Harriet scene in 1972. He had been a motorman continuously since then, also working on track crews. Bill has been active on every streetcar restoration beginning with #265, then #78, PCC #322 and currently gate car #1239. He worked on railroad passenger car restoration in the early 1980s, was a member of the first Stillwater track crews, and was a crew member during the early #328 steam excursions. His specialty has always been woodworking and finishes. He has become MTM's "color" man, the authority on picking the historically correct paint. Bill served on the MTM Board in the 1970s and 80s, and was President from 1979 to 1981. From 1985 to 1988 he was the Minnegazette Editor. When the Steamboat Minnehaha was being restored, Bill threw himself into that effort, selecting the colors and finishing much of the woodwork. Most recently he has been the first Superintendent of the Excelsior Streetcar Line, responsible for its startup.

#### **Louis Hoffman**

1999 saw Louis end his nine year run as Traction General Superintendent, the longest anyone has held the position. During his administration the Linden Hills depot was constructed, the carbarns were expanded and the PCC car was acquired and restored. He brought the Minnehaha Depot into the Division, and brought greater visibility to the antique bus operation. Louis has a great knack for recruiting volunteers, marketing and promotion, and for creating special events. He had a great deal to do with developing the Halloween Trolley, the 100th anniversary of car #78, carbarn tours, members' days and all sorts of other special occasions. This skill reached its high point when he coordinated the 1995 ARM Convention. Under his leadership the Traction Division became better organized than ever. While doing all this he also served as a car attendant at Osceola, as MTM's legal counsel, and as its Treasurer.

#### **Aaron Isaacs**

Aaron grew up around MTM. He has run streetcar since the early 1970s and been a car attendant on the early steam excursions, as well as at Stillwater and Osceola. He was MTM President from 1987 to 1990, and was instrumental in getting the Stillwater & St. Paul operation started, as well as bringing the Steamboat Minnehaha into the museum. He continued to serve on the Board until 1996, holding the positions of Secretary and Treasurer. But he is best known for his work in publications, starting with a

small supporting role in Russ Olson's book Electric Railways of Minnesota. Aaron began contributing to the Minnegazette in the mid-80s and became the Editor in 1990, a position he still holds. We all look forward to receiving the Minnegazette, to learn about museum happenings and to see what wonderful historic photos Aaron has unearthed. In the process he has built up and consolidated the MTM photo archive. He has also authored "Twin City Lines-The 1940s", "The Como-Harriet Story" and "Whistling Down the Valley". His latest effort has been writing ISTE and TEA21 grant applications.

#### **Richard Kasseth**

Richard is one of those quiet people whose actions speak far louder than their words. For many years he has been the most dependable of Railroad Division volunteers. He is there for every Jackson Street work session, willingly doing the dirtiest and most mundane jobs, and becoming indispensable in the process. Richard has worked on the restoration of many pieces of equipment. Here's a quote from a 1982 Minnegazette concerning the 328 restoration. "Dick Kasseth accepted every job thrown on him. He was personally involved in cleaning every part of 328 that was removed". He is best known as the keeper of the parts and tools. Rail museums accumulate enormous amounts of stuff, and Richard has brought order to it.

#### **Nick Modders**

Nick came to the museum in the early 1980s. His first involvement was as a driver for MTM's vintage buses, having learned the skill with the Metropolitan Transit Commission. He became involved in Board planning activities, serving on the Endowment Committee and the Long Range Planning Committee in the mid-1980s. He served on the Board in 1992 and 1993. But he is best known for his tireless efforts on behalf of the Railroad Division. He served as Superintendent from 1991 to 1993, and played a major role in the move from Stillwater to Osceola. He returned to the job in 1997 following the death of Todd Rust and held it until 1999. His great contribution has been to professionalize MTM's rail operations, an absolute requirement when running on the Wisconsin Central and subject to federal regulation. Nick is the chief contact with both the Wisconsin Central and the FRA, where he has learned the complex regulations and handled the paperwork. The result was a clean bill of health during last year's surprise inspection.

## TRACTION REPORT

-Louis Hoffman

### Annual Appeal update

Donations totaling \$9,409 have been received from 69 members and 48 memberships - still only about five percent of the membership - and one friend of the Museum. Donors since the Winter Minnegazette was published include **Tom Ambrose, Earl and Bettye Anderson, Jim Anderson and Mary Quirk, Carl and Jane Barthelemy, Nicholas Boyd, John Cartwright, John DeWitt, Richard and Carol Fish, Scott Heiderich, John Heintz, Louis and Benjamin Hoffman and Rebecca Hamblin, George K. Isaacs, Mr. and Mrs. Lloyd J. Jackson, Bob, Kirsten, Andy and Erik Jacob, Richard A. Kasseh, Marvin E. Krafve, David W. Larson, George R. Martin, Michael J. Miller, Jan and Steve Mitchell, John and Joanne Nordale, Russell L. Olson, Andrew T. Papulas, Fred Raiche, Gerald W. Robertson, Frank and Judy Sandberg, Andrew Selden, Phil Settergren, Terry Shima, John Sorteberg, Dennis and Ruth Stephens, Walt and Cori Strobel, Peter Swenson** matched by Alliant Techsystems, **Dave VenHuizen, Terry Warner and Paul F. Willer.** Many thanks for your great generosity.

A special thanks to the 33 memberships, representing 48 members, and one friend who passed on their premiums, allowing us to use the full amount of their donation for improvements to the Como-Harriet Streetcar Line. Continued thanks to those of you who are annual donors to the Annual Appeal and a hearty thanks to those of you for whom this year's donation is your first contribution. But this is still a long way from the record of more than \$13,000 set two years ago - and what the Traction Division needs to maintain the quality that the Como-Harriet Streetcar Line is known for. It's not too late to add your name to this list - just think of what we could accomplish with the support of the full membership instead of this handful of members?

We've also received \$145 in donations for the acquisition and transportation of Winona #10 from **Erik and Jodi Brom, Harry S. Lee and Thomas G. McBride.** Many thanks for your generosity, which helps reduce the still-large deficit in the Winona #10 Acquisition and Transportation Fund.

**The Como-Harriet holiday party featured night runs aboard PCC #322.**

**Jeff Nelson photo.**

### Why give to the Annual Appeal?

If you haven't given to this year's Annual Appeal, please consider even a small gift. Or, if you can, a larger one. The Traction Division's 2000 budget is, to say the least, strapped. Electricity costs have increased - we are now in a higher rate bracket. And the PCC's heavy power consumption won't help our power bills. Insurance alone costs well over \$10,000 per year, more than twenty percent of the Division's entire budget. Also, for several years, the Traction Division has set aside five percent of its income into a reserve fund for unexpected expenses and for long-term maintenance of the physical plant. This is now mandated by the Board - and at a higher level than the Division has been saving at. Finally, all the Museum's operating divisions have been asked to pay a portion of the growing costs of Museum administration. Traction Division management is glad to do so - having an Executive Director is one of the best things to happen to our Museum. The Traction Division is happy to pitch in its fair share to support his compensation and other costs of central administration, even if it means sacrifice, because of the long-term benefits that professional leadership and talent will bring not only to the Traction Division but to the entire Museum.

But this costs money: in addition to the examples above, the Traction Division's share of central administration is \$10,000 alone - out of revenues, including estimated increases from the fare adjustments discussed below -

that's not much more than \$50,000 - another twenty percent of the Division's budget. Between central administration and insurance alone, that leaves not quite 60 percent of the Division's budget for the important work of maintenance and restoration of our physical plant and rolling stock.

As a result of these increased costs, we have taken difficult but necessary steps to increase revenue. We increased the basic fare from \$1.25 to \$1.50, lowered the cutoff for free rides from age five to four, increased the charter rate from \$50.00 to \$60.00 per one-half hour, eliminated the member discount for charters, and increased the Halloween Trolley adult fare from \$2.00 to \$3.00, leaving the children's fare at \$1.00. All this, even with expenses trimmed to the bone, will but balance the budget with the additional expenses I've mentioned. And there is virtually no money in this budget for sorely-needed trackwork. We'll need at least \$25,000 in cash to match the \$440,000 TEA-21 grant that would result in a complete rebuilding of our track. That we have requested more than half a million dollars via TEA-21, primarily for track, indicates the cost and scope of the work that's needed.

In short, we have trimmed expenses where possible and asked our passengers to help via higher fares. And please remember that none of your membership dues go to the Traction Fund - or to any of the operating division's funds, despite the fact that members always ride the streetcar for free. Your membership dues exclusively







**Not at all like #1300 is the motorman's compartment of PCC #1300. Aaron Isaacs photos.**

fund central administration, including the Minnegazette. The Annual Appeal is one way you can support the Traction Fund financially. Please help.

#### **Como-Harriet Company Store Closeout Sale**

We're cleaning out the basement - there are a handful of one-of-a-kind items that we no longer stock. They're on sale at bargain basement prices to clear them out. There's only one of each, so act quickly - before it's too late.

"Beautiful Big Island" reproduction of TCRT brochure \$6.00  
 "Veteran and Vintage Transit" guidebook to streetcar museums \$10.00  
 "Steam Passenger Services Directory" 1997 edition \$6.00  
 "Until They Bring The Streetcars Back" novel by Stanley Gordon West \$10.00  
 "Streetcar Man" biography of Thomas Lowry by Goodrich Lowry \$7.50

All prices include sales tax and shipping. Please send checks, payable to MTM, to Minnesota Transportation Museum, Como-Harriet Company Store, 4816 Nokomis Avenue, Minneapolis, Minnesota 55417-1434. Allow three weeks for shipping.

#### **TEA-21 update**

The \$440,000 CHSL application for a 600-foot extension to West 36th Street, complete track rehabilitation, and miscellaneous improvements to and restoration of the physical plant has been approved. It will require a 20

**Tom Beaumont (L) and Karl Jones paint #265's windows, part of a general reconditioning the car received this winter. Aaron Isaacs photo.**

percent match - \$110,000. While much of that is slated to be in the form of donated labor and materials, please remember that we must come up with at least \$25,000 in cash plus design and engineering costs - at least another \$10,000 to \$15,000.

#### **2000 season begins**

Who would have thought, on June 19, 1954, when #1300 and #1775 carried the Minnesota Railfans Association faithful on the last revenue streetcars in Minneapolis, that streetcars would be operating in the Twin Cities in the new century? Our thirtieth season begins on Saturday, May 6 on the usual schedule - weekend afternoons and evenings in early May, daily operation (weeknights

and weekend afternoons and evenings) from mid-May through Labor Day, and weekend afternoons and early evenings in September and October through Sunday, October 29.

Carbarn tours will be a regular fixture from 12:30 to 4:30 p.m. on the third Sunday of each month. If you haven't visited the carbarn, please come. And if you have, please bring friends and family. And don't forget to mark your calendars for the fourth annual Halloween Trolley - bigger and better than ever - 5:30 to 8:30 p.m. on Friday, Saturday, and Sunday, October 27, 28, and 29, and Halloween itself, Tuesday, October 31. Want to help with decorations or entertainment? Let us know. Last year, about half our volunteers pitched in, along with a few friends from the neighborhood. Making this year's Halloween Trolley bigger and better than ever means that we need your help. Can't be there? Donate candy, cider, and cookies.

#### **PCC to return to service**

#322 will be in regular service this year but the exact schedule hasn't been determined. What has been determined, at least tentatively, is that its formal christening will be at 11:00 a.m. on Saturday, May 20 at the Linden Hills Carbarn and Shops as part of the Linden Hills Neighborhood Fair. Look for more details and don't miss it - it'll be a great show.

#### **Members Day 2000**

Members Day 2000 will be on the morning of Saturday, June 17. It will feature guest operations, rides aboard all three streetcars, rides aboard TCRT



motor bus #1399, refreshments at the carbarn, and other events that will make it a great morning on which to come down to Lake Harriet. If you've always wanted to drive a streetcar, this is your one chance. Look for more details and see you there.

### General Services Department Report

There will be new personnel in charter operations in 2000. **Jerry Olsen** will replace **Heather Worthington** as charter crew caller. And **Russ Olson** will replace **Louis Hoffman** as charter agent, handling the public and paperwork end of charter operations. Thanks to Jerry and Russ for taking on these important jobs and to Heather and Louis for their work in 1999. In addition, Heather has replaced Louis as crew caller for carbarn docents. Thanks, Heather, for taking on this important job that helps us fulfill our educational mission.

### Mechanical Department Report

It was a busy winter at the carbarn with much work being done on #265 to prepare it to take on the role of the backbone of the fleet as we prepare for #1300's multi-year rehabilitation. The work included body, clerestory, roof, window, and window post repair and repainting. **Jim Willmore** has taken the lead in refurbishing the air compressor and fabricated a new front destination roll sign to replace the rotted one in service since 1982. A low-pressure warning switch will soon be installed and the trucks have been repaired and repainted as necessary. Other volunteers include **Tom Beaumont**, **Carl Barthelemy**, **Lyndon Benson**, **Jim Harrison**, **Clyde Hawkins**, **Neil Howes**, **Roy Harvey**, **Bill Gingerich**, **George Isaacs**, **Keith Lindberg**, **Mike Murawa**, **Jerry Olsen**, **Bob Powell**, **Walt Strobel** and **Terry Warner**, all under the supervision of Chief Mechanical Officer **Clyde Stephens** and Shop Superintendent **Karl Jones**. #1300 will see quite a bit of repair work in late April or early May to keep her in service through the end of the year, including important work on brake rigging. And the finishing touches were placed on #322 to enable her to enter regular revenue service after her May 20 christening including installation of a fare box, more testing, and final adjustments to the electrical and mechanical systems. Want to help? Stop by the carbarn on Wednesday evenings or Saturday mornings. Better yet, call **Clyde Stephens** at (612) 920-0895 for information about the work that's planned and so we know that you're coming.

### Motor Bus Department Report

New Superintendent **Ken Luebeck** has ambitious plans for the Motor Bus Department and is rapidly putting and organization together. But for 2000, the plan is to run the regular outings - the Linden Hills Fair and the Minnehaha Depot open house in mid-May - along with whatever charters come to us via word-of-mouth to ensure that our new organization functions smoothly. The goal is to use #1399 as our primary bus and 1962 General Motors "New Look" #198, still in MTC transit red paint, as its backup.

For this year, we already we have four weddings booked after handling three in 1999. Many of these are the handiwork of Lake Minnetonka Division and Excelsior Streetcar Line volunteer **Marty McGlasson**, who operates a wedding planning business called Mother of the Bride in Excelsior. Thanks, Marty, for steering business our way - a great example of cooperation across division lines.

We're still hoping to have a formal contract for maintenance, storage, and use of #198, #630, and #1399 with Metro Transit. We still hope to return 1941 Mack #630 to service and restore one of the three GM TDH-5105s (in TCRT turquoise and silver) and the Rochester Yellow coach currently stored at Jackson Street as funds and volunteers permit.

### Transportation, Safety, and Training Department Report

Although we're on the verge of the 2000 season, here are some details on ridership for 1999, courtesy of statistician **Kathy Prestholdt**:

	Passengers	Tokens
May	6,050	4,069
June	8,071	4,824
July	8,873	6,198
August	9,326	6,457
Sept.-Oct.	8,072	6,010
<b>Total</b>	<b>40,392</b>	<b>27,558</b>

### Minnehaha Depot Report

The Minnehaha Depot open house will be on Monday, May 22 from 6:30 to 8:30 p.m. We plan to have telegraphy demonstrations and, of course, refreshments. The Princess's 2000 season will officially open on Sunday, May 28 and will continue on Sundays and holidays from 12:30 to 4:30 p.m. through Labor Day, Monday, September 4. But changes may be made. Bus #1399 won't run this year because of street construction. The last Minnegazette reported on the major Highway 55 construction, as well as the Park Board's

plans to rebuilt Minnehaha Avenue in the park. All this may make access to the Princess a challenge. So, before you plan a visit, check Museum information for the latest.

### Take a bow

-George Isaacs

Thank you! We could not have done such a fine job of restoring our PCC, Twin City Rapid Transit #322, without YOU. #322 will be officially dedicated to service for the public this coming May. This is an appropriate time to list for the record, those persons, both members and non-members, who have contributed their labor, materials and supporting information to this project. All degrees of skills were given, from "grunt" work to the professional level. Some of those listed have departed from the museum and in some cases from their earthly being. If I have forgotten anyone I apologize. I will blame it on my geriatric memory. Those listed who were not museum members have their affiliations shown in parentheses.

**Alan Anderson**  
**Keith Anderson**  
**Lyndon Benson**  
**Del Bergstrom** (Metro Transit)  
**Vern Bonneville** (Metro Transit)  
**Ray Bowlan**  
**Ken Braun** (Metro Transit)  
**John Capell** (Metro Transit)  
**Don Colburg** (Metro Transit)  
**John DeWitt**  
**John Diers**  
**Robert Dumas**  
**Larry Dunwoody** (Onan)  
**Corky Endres** (Metro Transit)  
**David French**  
**Joel Gensler**  
**Bill Gingerich**  
**Mark Glocke** (Metro Transit)  
**Bill Graham**  
**Gary Gustaphson**  
**Nils Halker**  
**James Harrison**  
**Roy Harvey**  
**Clyde Hawkins**  
**Brian Hayes**  
**Scott Heiderich**  
**Jan Homan** (Metro Transit)  
**Jonathan Howard**  
**Neil Howes**  
**Dale Hromadko**  
**Robert Hughes** (SEPTA)  
**John Kallin** (Gomaco)  
**John Kennedy**  
**Corbin Kidder**  
**Keith Lindberg**  
**Fred Lonnes** (Fox River)  
**Andy Maginnis** (SEPTA)  
**Loren Martin**



Charles McCarthy  
 Howie Melso (Metro Transit)  
 Byron Mickelson (Metro Transit)  
 Michael J. Miller  
 James Muecke  
 Tim O'Donnell (Cleveland RTA)  
 Byron Olsen  
 Jerry Olsen  
 Russell Olson  
 Pete Peterson (Metro Transit)  
 Norman Podas  
 Robert Powell  
 John Prestholdt  
 Hugh Radbil (Newark Subway)  
 Phil Settergren  
 Robert Schumacher  
 Jay Smith  
 Andrew Stephens  
 Dennis Stephens  
 Robert Stevenson  
 Greg Steigen (Metro Transit)  
 Dick Stoner (friend)  
 Walter Strobel  
 Lowell Strombeck (Onan)  
 Pete Swensen  
 Terry Warner  
 Kirk Wassong (Newark Subway)  
 James Willmore  
 Lowell Wood

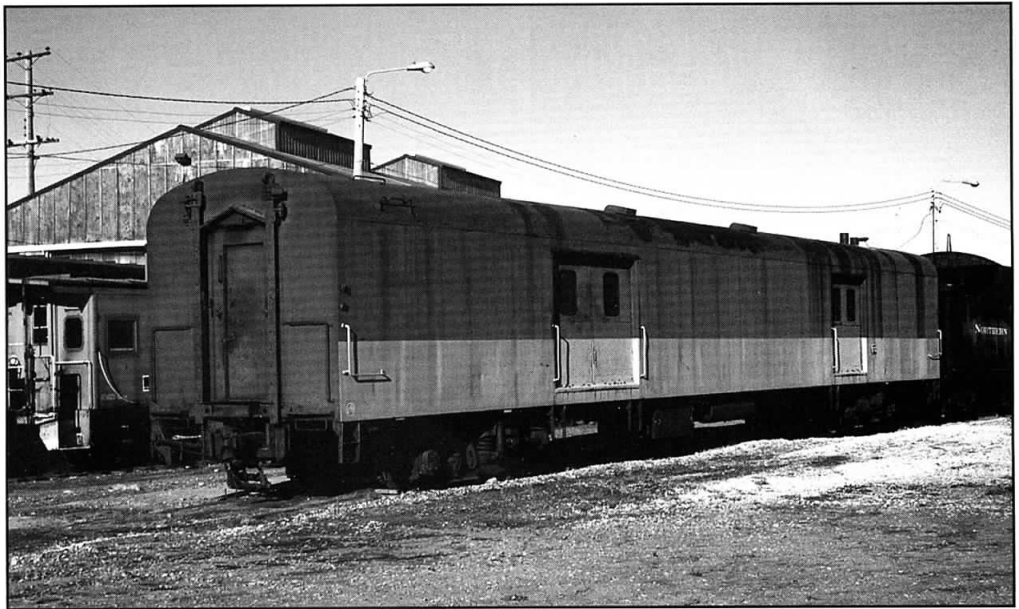
## RAILROAD DIVISION REPORT

-Dick Kolter

Winter is the slow season for the railroad division but all activity certainly does not stop. Much of the operating equipment is at Jackson Street for maintenance and freight has been moving rather regularly. Many division volunteers are working on the equipment and their work is detailed in the roundhouse report printed elsewhere in this issue.

The Safety and Training Committee, directed by **Morten Jorgensen**, provided an engineer recertification program and a conductors continuing education seminar during the recent winter. Engineers are required to attend certain classroom sessions once every three years before renewing their license. They also must pass hearing and vision exams.

This year was the first time for a conductors seminar. It was held on January 29. A few things were identified that should make the performance of our conductors more efficient and standardized. Although we have found that the conductors have generally done a very good job, there was wide variation in how they planned and carried out the work. The seminar focused on standardizing the procedure for the operation at Osceola



MTM has traded Northern Pacific baggage car #234 for Milwaukee Road coach #502. #234 was never run in revenue service. Instead, it housed a machine shop, since relocated into Jackson Street Bay A. Hiawatha coach #502 had been part of the Purple Martin train collection in Atlantic, IA. The interior has no seats, but MTM owns substitutes. Portions of the interior, (on next page) including the women's rest room are in good condition. Eric Hopp photos.



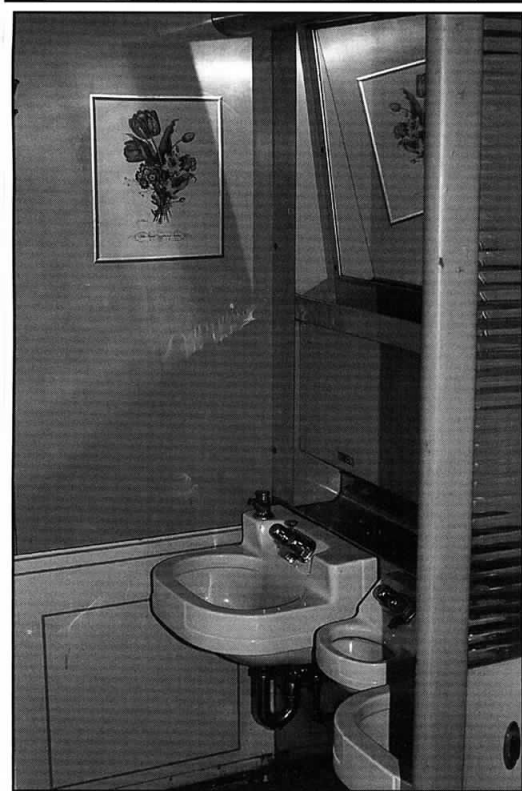
with the goal to improve the on time performance. This also included the human relations aspect of how to deal with student crew members and the public. Discussion leaders at this seminar were **Morten Jorgensen, Kurt Mahre, Dick Boulet, Ward Gilkerson, Dave Ahlgren** and **Dick Kolter**. The session was started with an inspirational talk by **Mike Schmitz**, one of our members, who has recently received credentials as a minister.

Two engineers training sessions were held, February 26 and March 25. Since all of the engineers must also be conductors, an overview of the conductors seminar was presented on February 26 along with the necessary engineers topics. On March 25 **Ron Erickson**, a new MTM member, presented the air brake training session. He is a retired BN trainer who also has done instructing for other railroads, in

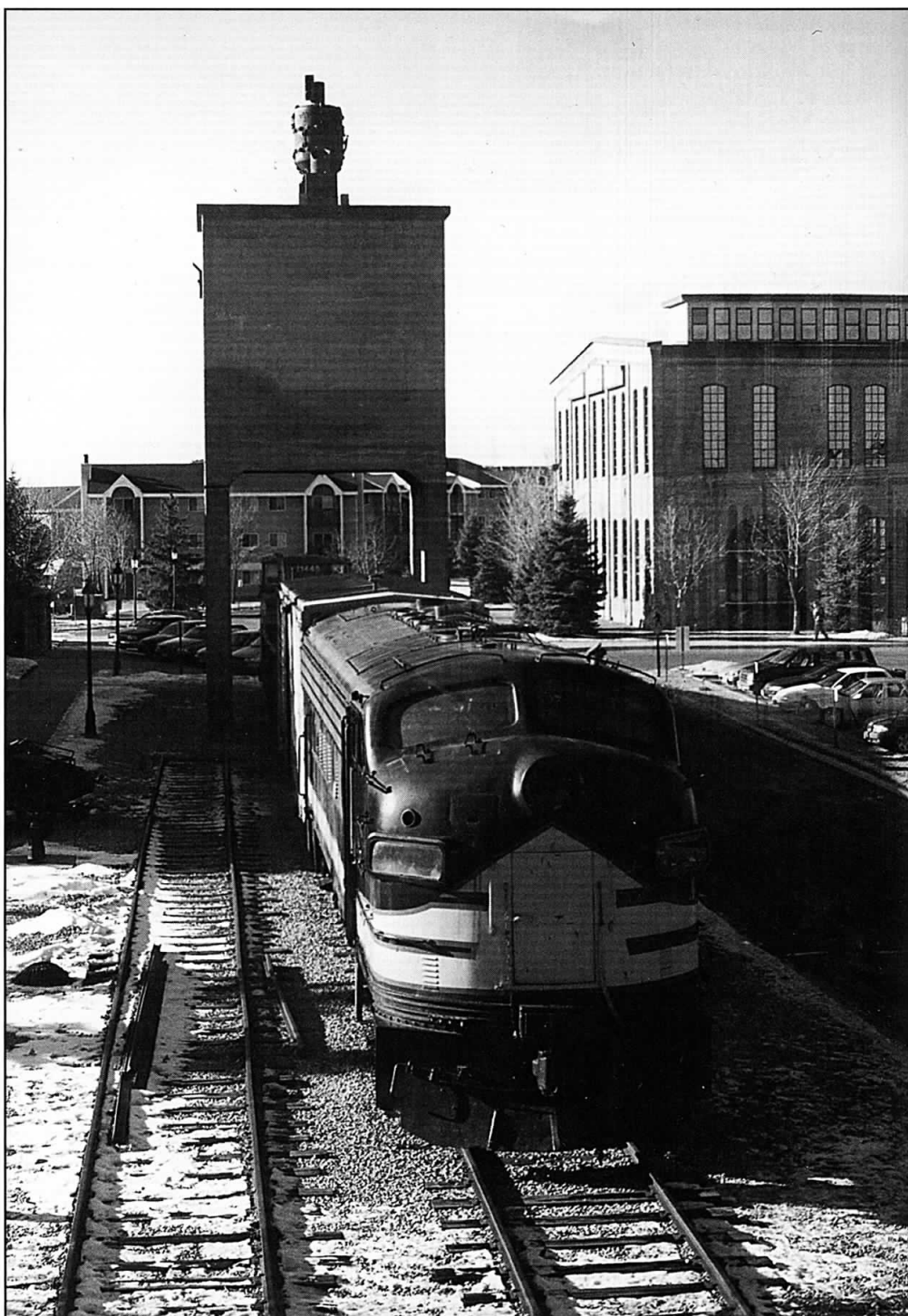
addition to holding many management positions. His working models made the session very interesting. **Ward Gilkerson** was in charge of the engineers training and did the majority of the presentation.

It was announced at the first engineers session that the rule book we are required to use, called the General Code of Operating Rules, has been revised and all operating crew members will be provided with a new copy. Effective date for use of this code was April 1. All code qualified crew members are being required to complete an open book quiz on the new parts of this book before their first scheduled work under the new rules.

This winter all of the museum's divisions were asked to write a narrative that would contain proposed budget information and other data that could be used for museum management



projects. **Dave and Jan Ahlgren** put together a very comprehensive document of the division's operations. This document contains a detailed description of what the division does, what it plans to do, and how everything is paid for plus much discussion of what the division owns and how it operates. The whole report was over one hundred pages long. Assisting in writing and assembling this project were **Morten Jorgensen, Nick Modders, Dick Heine and Dick Kolter.**

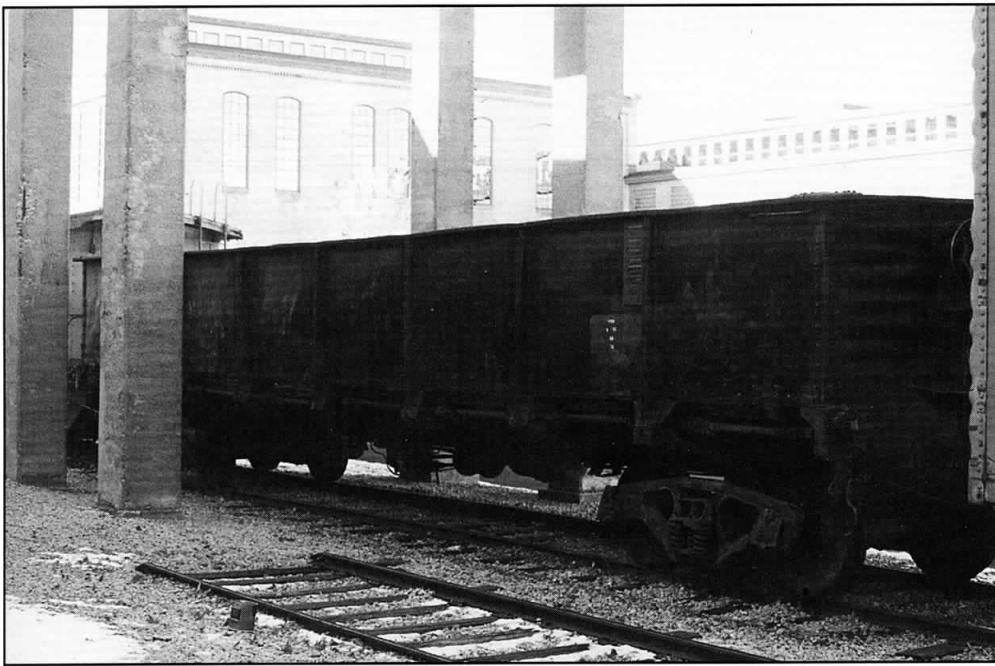


This winter our crews are continuing to move freight on the Dresser Sub for the Wisconsin Central Railroad. As in the past our people pick up a WC engine and cars at Withrow on Saturday mornings, do the necessary work, and return to Withrow later in the day. Freight traffic has not been extensive but there has been work just about every weekend.

The first weekend in August, the 5th and 6th, may see an extensive excursion trip to Marshfield, WI. Preliminary work for securing necessary approvals and arranging the trip has begun. If everything comes together the trip will begin in Osceola on Saturday and

proceed to Withrow, and then Marshfield, where the entire group of passengers will spend the night at local hotels and motels. Saturday evening activities are planned in Marshfield to keep everyone well entertained. On Sunday the train will follow the same route back to Osceola. First class service will be available for this trip. Details for costs, exact times, rail cars to be utilized, and reservation dates will be announced as soon as available.





**The interior of Milwaukee Road #502, far left: Here's the Bandanna Square equipment that has been donated to MTM, but not yet moved. Although painted in Northern Pacific colors, that's Great Northern F-unit #454A. It has no engine, but will look right at home at Jackson Street. Behind it is drop bottom gondola #966309, originally Northern Pacific, and BN caboose #11445, originally Chicago Burlington & Quincy #13500. Eric Hopp photos.**

## City of Osceola buys Picnic Bluff

-Pat Kytola

Picnic Bluff, 19.43 acres of property with historic significance to the Soo Line Railway, has been placed into public ownership and preserved from future development. The scenic bluff, which rises across the tracks from the renovated 1916 Soo Depot has been saved for future generations. Picnic Bluff was a tourist attraction owned by the Soo Line that included a bluff top pavilion where railroad employees,

townspeople and Twin Citians gathered for dances, picnics and other social events. The other side of the bluff is the first vista of Wisconsin seen by travelers across the St. Croix on the Highway 243 bridge and as such provides a welcoming and dramatic scenic gateway to Wisconsin, setting the mood for an historic train ride along the St. Croix River.

Picnic Bluff has been in private ownership for many years, because it is located in a municipality it does not fall into the same rules and regulations for

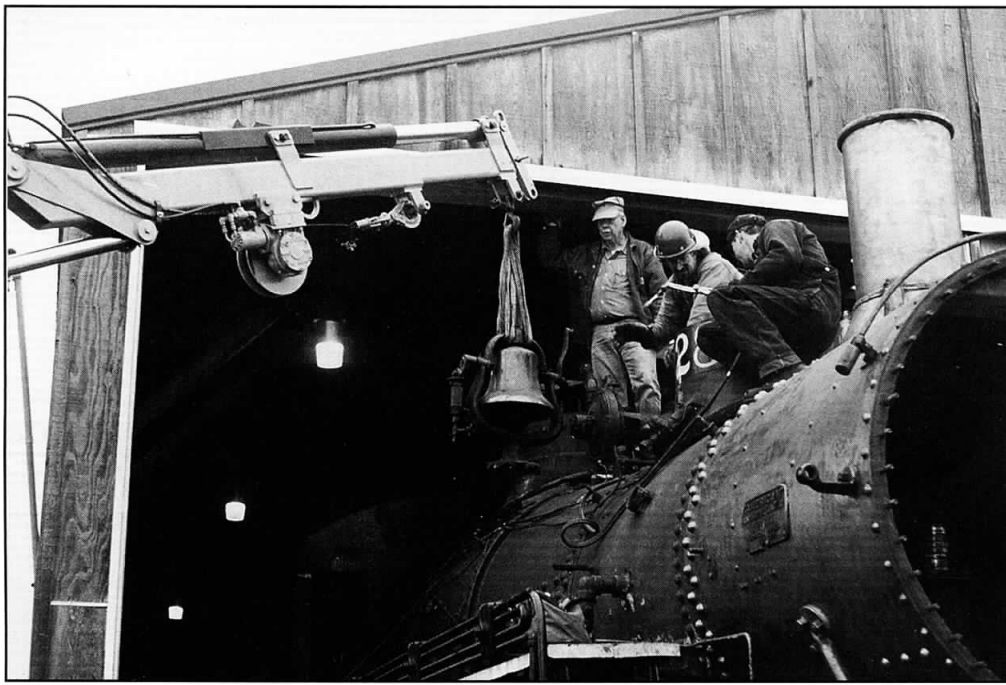
preservation as the rest of the St. Croix National Scenic Riverway. Each time a For Sale sign was placed on the property the threat of development became more of a reality. For over thirty years there have been groups formed that have tried to save the bluff, each time they hit a stumbling block and their efforts fell short.

In March of 1998, I became aware that the bluff could be purchased using TEA21 funding for Local Transportation Enhancements. The main requirement is that the project fall into one of twelve different categories set up by the DOT. The bluff fell into "Acquisition of scenic easements and scenic or historic sites." The next requirement is that the "project must relate to surface transportation". The bluff relates to surface transportation with the association of the Ginseng trail and the picnic pavilion.

I secured the Village as Fiscal Agent and with the help of Standing Cedars Land Conservancy wrote a grant asking for \$300,000 to purchase the bluff to conserve it from development.

The grant was awarded on September 1, 1998 and the proceed notice was received in April of 1999. I've been acting as project manager, with the help of Standing Cedars and the Osceola Main Street Program. We hired and worked with the appraiser, archeologist, and surveyor. On March 15, 2000 the bluff was purchased and placed into public ownership. The Village of Osceola saw the opportunity to secure additional funds for the project when they were approached by APT Telecommunications Company for arials on the existing water tower. APT needed easement rights to lay cable under the existing driveway and this easement could be worked out with the current owners or with the Village. The tower rental paid for the remaining funds necessary to complete the purchase.

There are no current plans to recreate the original picnic pavilion on the bluff, but the option remains a possibility. The goal of the bluff task force was "To acquire the Osceola Bluff property, so that its natural and historic features may be protected for public enjoyment." To me this was very important, but another personal goal was to make sure that the MTM Railroad Division did not once again end up in a situation where houses were built up around them and they would no longer be able to operate without severe penalties or rigid regulations. This is not the only piece of property that lies in jeopardy along the current track, but it is an important piece to our operations.



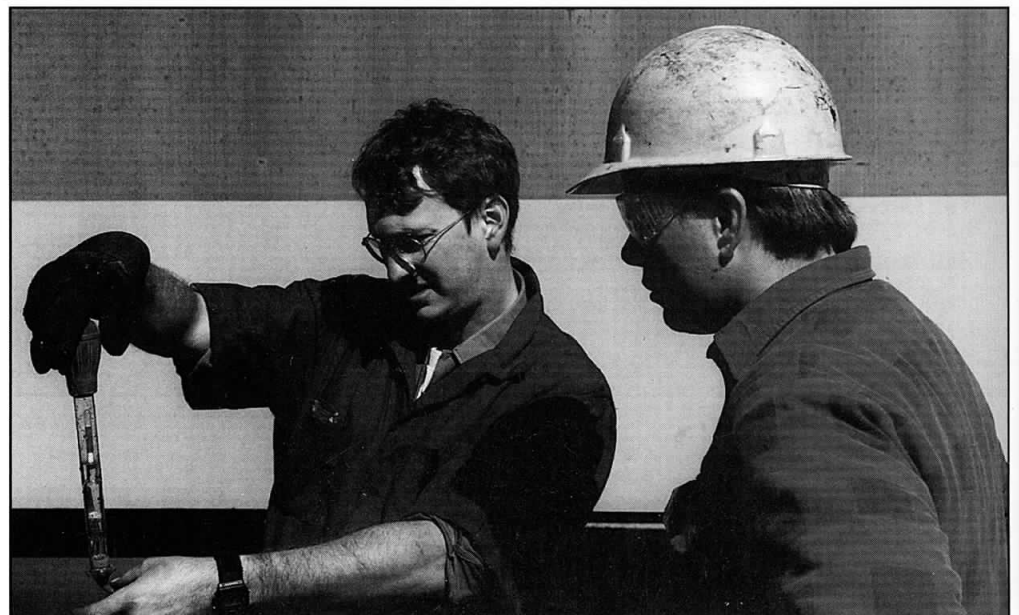
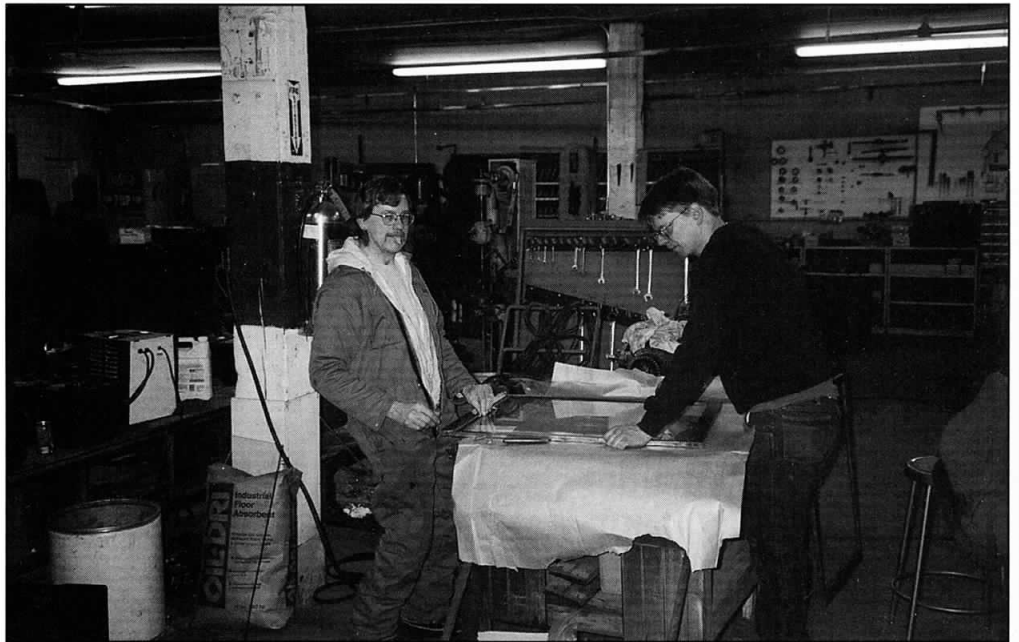
The new crane truck is very handy for lifting heavy objects like #328's bell, being removed along with all the other appliances to ready the engine for heavy repairs. L to R atop the boiler are Bob Hawkins, Zell Olson and Mike Gamble. Eric Hopp photo.

## JACKSON STREET ROUNDHOUSE REPORT

-George Bergh

"Restoration and Mechanical Upgrades" of the Jackson Street Roundhouse define the next major construction project. The actual starting date of this next renovation phase of the JSRH has yet to be determined as of this writing. The estimated project cost will be about \$1.1 million. The Minnesota Department of Transportation (MnDOT) continues as the local government branch mediating the MTM Federal ISTE II monies. The lead architect is Julie Snow Architects of Minneapolis. The project went out for construction bid on January 14, 2000. Bids were opened on February 9th. There were four bids, ranging from \$1.1 million to \$1.25 million. Construction companies and their bids are evaluated by MnDOT, with final selection estimated to occur about March 9th. The project involves the garage tear down, construction and installation of fifteen new roundhouse doors at tracks 11 through 25, surface water separation from sanitary sewer, open the concrete decks over tracks 22 and 24 in Bay D (track installation in 22 and 24 by volunteers). Tracks 16, 17, and 18 are to be restored to operational condition. Gas fired radiant heaters are to be installed in Bays C and D, with a new natural gas service installed on the eastside of the roundhouse.

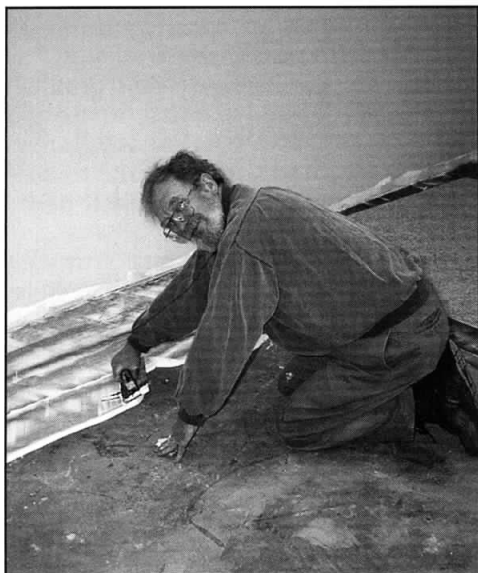
New electrical circuits and lighting will be installed in Bay C. Fire sprinkler system supply lines will be rerouted in the building, and the system will be





Alfveby have been making rail clips to prepare for track 22 and 24 installation.

The scale Rock Island Rocket has been tuned up by **Noel Petit**, **Joe Dudica**, **Jim Hoyer** and **Mike Alfveby** and made operational. Track is being constructed for the rocket by **Joe Dudica** and **Monty Zavadil**. Future plans for the Rocket will be to lay track on north side of the property from the roundhouse loading dock westerly as far as space permits, with a siding running into the pole barn for storage. This layout will allow operation of a short children's train ride on the site.



Thanks to greatly improved recruitment and organization of job tasks, Jackson Street has been a beehive of activity. Opposite page: **Randy Martinson** and **Mark Keech**, along with **Dick Heine** and **Jan Edstrom**, (below) replace the plastic Rock Island #2608 windows with glass. **Chuck Dahl** (above) lays the new locker room floor. MTM employee **Chris Olson** (L) and **Mark Engels** check out the Case front loader. **George Bergh** and **Eric Hopp** photos.

CTC exhibits with simulated train activity are being developed by **Bill Marshall** and **Bob Branchaud**. **Bill Marshall** has been developing detailed track plans for connecting existing track, via temporary track, to restored roundhouse tracks 16 and 18. This plan could be used if there were a delay in turntable installation. **Frank Sandberg** and his company **Contek, Inc.** have straightened several sections of track that had been bent out of shape while in storage. This will endure an adequate supply of track.

Some repair and restoration work is under way on the the "Coon Rapids" car by its former owner, **Loren Lynch**, with assistance from a high school student group. **Warren Olson** installed ceiling lamps in the car.

A joint Shriners-Jackson Street Round House fund-raising event is being developed and coordinated by **Jim Welton**. The current target date will be August 5, 2000.

New outdoor lighting has been installed on the eastside of the roundhouse, thanks to **Art Pew**. An addendum to the report in the previous Minnegazette should be added: the Bay D museum entrance full-sized wall photo installation was coordinated by **John Robinson**.

Information related to exhibits and or questions may be directed to **Noel Petit** 612-330-1061. For volunteer opportunity or information, call **Sharon Hanson** at 612-879-5008, or e-mail [sharon.hanson@co.hennepin.mn.us](mailto:sharon.hanson@co.hennepin.mn.us)

### Rolling stock

The diesel work has been coordinated by foremen, **Larry Schulte** and **John Peters**. On diesel 559, the valve bridge assembly has been replaced. Oil filters have been changed,

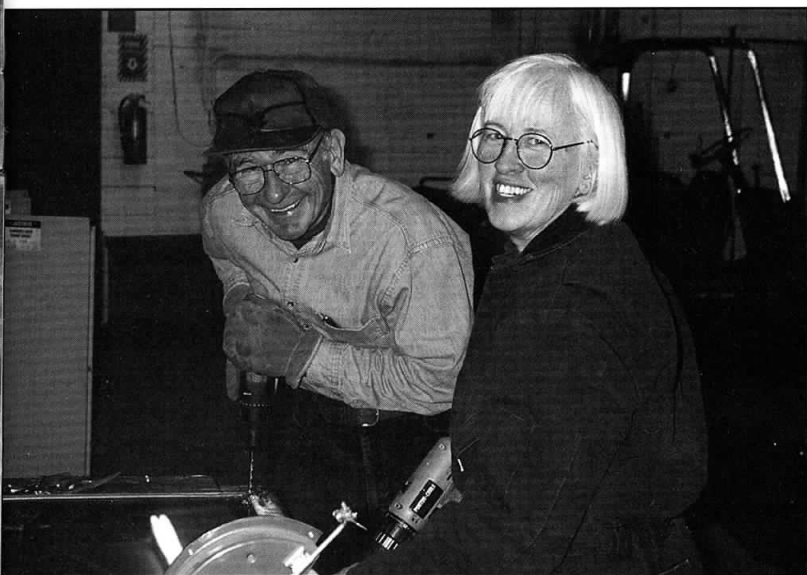
and four new fuel injectors have been installed. The annual axle wick inspection was performed and the oil changed. Engine oil will be changed this spring (about 220 gallons). A cracked exhaust stack received a weld repair by **Mike Gamble** and was painted by **Marv Mahre**. Diesel 105 had two fuel injectors

replaced. A new speed indicator was installed, and the fuel pump was replaced. Blow-down valves were replaced, and the valve bridge was reset. Inspections have been completed and both engines have been found to be in good condition and will be ready for summer operations. Also assisting have been **Burt Foster**, **Noel Petit**, **Phil Wellman**, **John Link**, **Mark Engels**, **Todd Murray**, and **Dick Heine**.

Steam engine 328 is undergoing its first major overhaul in eighteen years. The boiler needs to be "re-tubed". The smoke box has been opened and disassembled. Boiler jacketing is off and the firebox cleaned. The steam dome, sand dome, bell assembly, steam whistle, safety valves, electric turbine, air pump and reservoirs, injectors, and firebox grates have been removed. Boiler tubes are now being removed. Cab doors and windows have been removed, and soon the cab will be ready for removal from the engine. The main rods have been removed and repainted. Cab armrests have been reupholstered by **Tony Becker**. As of now, an independent boiler contractor will be hired to perform the necessary boiler repairs. **John Oliver** has been spearheading the project as steam foreman. Others involved are **Ward Gilkerson**, **Bob Gross**, **Eric Hopp**, **Chuck Dahl**, **Mike Gamble**, **Bill Handschin**, **Keith Skeivik**, **Richard Kasseth**, **Dave Wantz**, **Mark Engels**, **Debbie Wood**, **Zell Olson**, **Bob Oswald**, **Bob McNattin**, **Andy McNattin** and **Lee Tuskey**.

Steam engine 2156 is being evaluated to develop a long-range plan for restoration. **John Oliver** is managing the process. The stoker motor has been removed, disassembled, cleaned and oiled, and prepared for rebuilding. The electric turbine has been disassembled and repaired. The turbine governor was found to be missing, but fortunately the 328 has an identical governor which will facilitate fabrication of a new governor. **Lee Tuskey** has gathered detailed information on the 2156 and is developing plans of restoration (Lee was involved in restoration of D&NM steam locomotive #14 at the Duluth Museum). Others assisting in further disassembly and evaluation are **Bob Gross**, **Bill Handschin**, **Mike Gamble**, **Eric Hopp**, and **Richard Kasseth**.

Rock Island coach 2608 has been getting new window glass as coordinated by **Dick Heine**. The old cloudy Plexiglas windows have been removed. The paint is cleaned from frames and then they are repainted. The



window latch system has been replaced. There are fifty windows. Some bodywork will be done when the power shear is operational. Others involved in the repair have been **Mark Keech, Todd McGonagle, Richard Kaseth, Dave Ahlgren, Dan Fortin, and Jan Edstrom**. Draft gear and bushing restoration work has been performed by **Eric Hopp** and **Phil Wellman**.

Baggage car NP 234 has been cleaned and readied to trade for the Milwaukee 502. Car 502 was built by the Milwaukee Shops in Milwaukee, WI. The car was delivered to the Milwaukee Road between January and February 1948, for the Twin City Hiawatha. It was part of the last equipment built by the Milwaukee Shops. Originally containing 52 seats, it currently has none, but MTM has seats. Of note, is that the women's restroom is almost in mint condition. The men's restroom will need some limited restoration.

General Electric 45 Ton #10106, named the "General Ben" has been purchased from the Navy/United Defense. The fuel pump on engine #1 needed repair. Pilots have been fabricated. BNSF has inspected the engine and approved it for a "dead-in-tow" movement. Initiating the project was **Nick Modders**. Coordinating the project is **Bob Hawkins**. Also involved with this project have been **Eric Hopp, Phil Wellman, Mike Gamble, and Mark Engels**.

On triple combine NP1102, **Chris Olson** has straightened the floor plate on the RPO end. **Mark Engel** and **Dick Heine** installed a 110 volt outlet for wheel chair operation, and **Warren Olson** has been working on solving the water leakage/rusting problem of this car.

The ice engine from coach GN1096 has been overhauled. The ice engine from coach GN1097 is being evaluated. Both engines have new plugs and wires. Radiators and carburetors have been cleaned and repaired. Compression in 1097's engine is poor and may require rebuilding in the future. The majority of the work has been performed by **Chris Olson**. Others involved have been **Eric Hopp, Richard Kaseth, and Bob Hawkins**.

The preparatory work for the four car ISTE restoration project continues to progress. The architectural leadership is also from Julie Snow Architects of Minneapolis. The basic plan as of now is to completely overhaul the Duluth Mesabi & Iron Range coach 30 to operational status.

The 30 will be a fine addition to the operating railroad as it is an open window heavyweight car with both male and female toilets. The Burlington North Coast Limited coach 598 will get window repair and weatherproofing; the NP 1102 will get new doors, bodywork, and a new paint job; the GN 1213 will get new wheels. Starting dates are not yet established.

**Keith Skeivik** inspected the journals of all operating equipment and identified those in need of repacking. The new Fairmont speeder has had the electrical system replaced by **Phil Wellman**. The drive belt and brakes are also being repaired.

The PCC car was moved off live track late last fall. Many volunteers helped including **Eric Hopp, Bob Hawkins, Morton Jorgensen, Marvin Heller, Marc Engels, Richard Kaseth, and Chuck Dahl**. However, snow interrupted the process.

### Shop and equipment

The vintage Niles planer (frame has stamped "patented 1870") is now repaired. The nine-foot long moving horizontal bed planer is now operational. Drive system/gear repairs have been made by **Bob Gross** and **Dave Wantz**. The machine has been cleaned, stripped of paint and repainted by **Mark Keech**. **Eric Hopp** assisted with repairs. The planer, then, was put to work fabricating the pilots for the "General Ben".

**Mike Gamble** has a newly sharpened blade ready for installation in the power shear. The electric controls have been upgraded. Others helping with the project have been **Roger Johnson** and **Richard Kaseth**.

A 20 hp Worthington reciprocating air compressor has been donated by **Dick Kirch**. Restoration and reassembly has been coordinated by **George Bergh**. The goal will be to re-establish a high capacity shop air system. Thanks to member **Scott Reed** for his arranged donations.

The locker room in Bay A has been restored! Walls and ceiling have new surface sheet rock. Joints were all taped and sanded. The ceiling was texture sprayed, and the floor has been repaired. The door was installed by **Ahlgren Construction**. The room looks spectacular! Spear heading the project have been **Chuck Dahl, Thom Jesberg, JJ Teskey, Randy Martinson** and **Eric Hopp**. New lockers have been procured. Approximately eighty lockers will be installed. New floor tile was installed by **Chuck Dahl, Roger Johnson, and Eric Hopp**.

General shop assistance has been provided by **Chris Olson, Blair Dollery** and **Marvin Heller**. **Tony Becker** does his usual great job in keeping the office clean and organized. And, **Ozzy**, the roundhouse mascot, keeps the members entertained.

A new insulated wall was installed in the passageway between Bays A and B by **Chuck Dahl** and **George Bergh** to minimize heat loss from Bay A. A new gas furnace was then installed in the safety and training room of Bay A, with heat ducted to the stock room. Many thanks to **Art Pew**. Great shop organization, maintenance and general help with many projects continues to come from **Richard Kaseth**.

**Eric Hopp** continues to do a great job as yardmaster and general all around coordinator. His weekly work lists greatly facilitate the organization of repair work on the many projects of the railroad division.

In the area of shop safety, four new flammable storage cabinets have been donated. This was arranged by **Scott Reed**. Other arranged donations were lockers, desks, work benches, and miscellaneous tools. New safety hard hats are now available through the MTM Company Store for \$17 each.

A special thanks go to the Minnesota Commercial Railroad and **Scott Wardrobe** for the ongoing assistance, advice, and considerations re MTM rolling stock and special events.

## LAKE MINNETONKA DIVISION REPORT

-Bill Graham

### Minnehaha

Volunteers have worked through the winter to prepare Minnehaha for her year 2000 season. The boat is in excellent condition due to constant, diligent care by her MTM crews. **Jim Hewett, Leo Eiden** and **Virgil Behounek** cleaned and inspected the boiler and oil burners. One auxiliary water pump was rebuilt, and Jim was able to obtain two spare water pumps for the Onan marine generator which provides power around the boat.

New rub rails replaced the broken and rotted ones. Minnehaha's original steel rub strips, raised from the bottom, remain screwed to the new rails. In 1995, MTM installed an rub strip at deck level made of aspen which had been extensively treated and painted. It did not hold up well. The lower rub strip was made of three-ply of oak



strips, screwed and glued together using an epoxy. These, too, had been treated with preservative, bedded and painted with multiple coats, but again, they had deteriorated badly. Even with the very best piloting, the rub strips take a terrific beating as Minnehaha noses up to docks. The full fifty-plus tons of inertial mass, even though moving at under one mile per hour, is absorbed by the boat's lower rub rail as it protects the hull from the impact of the dock bollards. After five years of service, the rubs were fully amortized.

Window sash, handholds around the cabin and decks have been painted. As it is every year, the hull has been scraped below the waterline. New caulking has been applied between the hull planks, and new anti-fouling paint on all submerged surfaces. As Minnehaha's planks take in water, they expand to make the hull water-tight, thus squeezing out the caulking placed between the planks. This is not a problem as long as the boat remains in the lake, since the planks remain squeezed together. However, when Minnehaha returns to her winter home and the planks begin to dry out, they shrink and open great, gaping voids between them. This would be a titanic problem (pun intended) when the boat goes back in the water in the Spring, save for the back-breaking job of scraping and re-caulking of the hull seams done by MTM'ers laying on their backs with debris falling in their faces.

#### New schedules for 2000

This year will see a new operating schedule. A "coffee and doughnuts" cruise lasting about 90 minutes will leave Excelsior's Water Street Dock on Saturdays and Sundays at 10 a.m. This typically consists of a leisurely turn around Big Island with perhaps a side trip into one of the adjoining bays. A second circle cruise will leave Excelsior at 3 p.m.

Round-trips to Wayzata, like those Minnehaha has operated in past years, will leave Excelsior Water Street at Noon and 6 p.m. These provide a half-hour layover at Wayzata and the cruises last about two hours. It is hoped the new schedule will build ridership in the mornings and offer a somewhat shorter ride for afternoon patrons who may have other activities on their schedules.

#### Boat volunteers needed

Minnehaha needs more pilots, engineers and pursers to maintain her demanding schedule. Training classes for all three positions will be offered

this Spring, and the Division will try to offer additional training throughout the operating season for those who request training. Pursers and engineers are especially scarce, and we would be most pleased to have new volunteers for these positions. It's easy work, the environment is beautiful and our passengers make the job of crewing Minnehaha a singular joy. Please leave your name and phone number at the Division office, 952-474-2115, if you wish to volunteer.

#### New streetcar operating schedule

Car 78 will operate on the Excelsior Streetcar Line during the hours 10 a.m. to 4 p.m. Thursdays thru Sundays. This will provide service during the Thursday Farmers' Market held in Excelsior, and it coincides better with the hours when numbers of people are in downtown Excelsior during the summer months. It is hoped this schedule will build much-needed ridership.

The new schedule will require two 2-person crews for each day of operation. We will need a larger cohort of volunteers than last year to operate the line. **Marty McGlasson** is coordinating crew assignments and training dates for new volunteer operators. Any MTM'er who has not yet operated streetcars at Excelsior, but who wants to, should call Marty at 952-474-1249. It's fun, easy, and a unique chance to operate MTM's prized car 78. **John Kennedy, Dave Culver, Bill Graham, Scott Heiderich, Mike Buck** and others will be present to provide training for new volunteers.

#### 1239 is coming

Restoration work on TCRT car 1239 moved ahead rapidly during the past winter. Volunteers **Bob Dumas, Bob Badzinski, Jim Willmore, George Ittner, Jim Williams, Chris Olson, Doug Hultgren** and **Bill Graham** have been fitting woodwork, applying paint and varnish, obtaining control system parts and preparing to fit the Baldwin-style trucks that previously carried car 265 at the Como-Harriet Streetcar Line.

By late March, 1239 was dressed entirely in yellow paint. Her clerestory had been mostly stripped of old paint and prepared for new finish. Her original ceiling panels of white oak plywood had been stripped, repaired and re-varnished in natural color spar. The stains and distress marks, all honest testimony to the age of these panels, gives them a particular charm. New oak panels have been custom-ordered from a Seattle supplier for the

clerestory ceiling. These will replace the pressed paper panels which TCRT substituted for the originals when they rebuilt the car for one-man operation in 1935.

In an earlier Minnegazette, we reported that front and rear bulkheads from former Duluth Street Railway car 195, among TCRT's early 1200's in their construction sequence, had been installed on car 1239. These fit like they were made for our car 1239 (no big surprise) and **Bob Dumas** has applied new finish to them. They are gorgeous, and they are one of the features that clearly return 1239 to her initial appearance.

**Jim Willmore** is fabricating brake rigging from parts obtained from a wrecked BNSF boxcar. He is fabricating a ring to fasten at the back of the cylinder. This will hold the fulcrum bar which will activate brakes on the front truck. Jim also has had the CP-27 air compressor rebuilt. This unit was salvaged from MTC's North Side garage and had been stored at the Linden Hills barn for quite some time. Jim had its crank shaft surfaces turned and new babbitt bearings installed. He had the motor cleaned, dipped and baked, and he has replaced one of the piston rings. Finally, he has cleaned and painted the casing and obtained new gasketing. The old pump should run better than new when it's finally hung under 1239 this Spring.

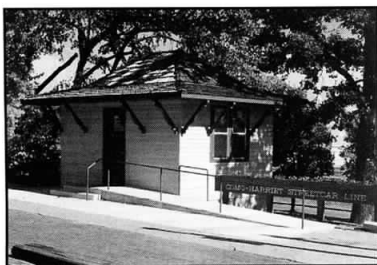
Jim also has begun to install wiring for the lighting and signal bell circuits which run along either side of the car above and below the windows. It will be a problem to find light bulb sockets for 1239. The original ones which mounted just above the windows, are thought to have been like those found on the platforms of cars 1300 and 265. MTM's entire supply of these sockets was used in restoring car 265, and only one or two extras can be found. If any Museum member has any ideas for finding such low-profile, brass sockets, we'd surely like to hear from you.

Operating under our new, historically correct name, the Lake Minnetonka Division of MTM is prepared for a terrific summer carrying happy passengers on our express boat and streetcar just as **Tom Lowry** envisioned a century ago. Come on out, bring your friends, family and suntan oil, and plan to have a wonderful time. Information is available from the division office, 952-474-2115.

## THE 90's in REVIEW

-Aaron Isaacs

*It's a Minnegazette tradition at the turn of each new decade to recap the previous ten years. It gives us a chance to back away from the immediate museum doings and reflect on how much has happened. This was a particularly busy decade. MTM moved to Osceola, restored and launched the Steamboat Minnehaha, opened Jackson Street Roundhouse and the Excelsior Streetcar Line. Big money appeared from ISTE A and other sources. Here we go.*



### 1990

The Board of Directors adopts the Member Conduct Code.  
MTM acquires the steamboat Minnehaha. The Board approves the creation of the Steamboat Committee to oversee its restoration.  
The Board is restructured to be elected at large and distanced from day-to-day museum operations.  
The steamboat building is constructed.  
The first paid bookkeeper is hired.  
The Linden Hills depot opens.  
The 1872-vintage St. Paul & Pacific coach is moved into Jackson Street, thanks to the Great Northern Historical Society.  
The two PCC cars arrive from Cleveland.  
Milwaukee Road open platform combine #405 is acquired.  
The tugboat Toot is acquired.  
Lake Superior Terminal & Transfer diesel #105 is painted in Northern Pacific colors.  
The Stillwater & St. Paul RR carries a record 22,239 passengers. The Washington County Board declares the railroad to be a non-conforming land use.  
The Minnegazette gets a new look and a new staff.

### 1991

The restoration of Duluth streetcar #78 is completed.  
**Russell Olson** produces the supplement to Electric Railways of Minnesota.  
Northern Pacific 4-6-2 #2156 and NP baggage car #234 are moved from the

Minnesota Commercial roundhouse to Jackson Street.

NP 4-6-0 #328 makes its longest trip ever, to Winona and Rochester for the Victorian Express.

Artist **Kurt Carlson** donates the proceeds from sales of prints of his painting "The Streetcar Boats". This same arrangement with subsequent paintings does much to finance the Minnehaha's restoration.

The steam engine for the Minnehaha is purchased.

Washington County passes the ordinance dooming the Stillwater & St. Paul RR.



Minnehaha Depot is repainted, and colors changed based on research.

PCC #322 restoration begins at the MTC Overhaul Base.

Bodies of TCRT streetcars #1809 and #1496 are acquired for the Steamboat Division.

Steamboat Division publishes "Minnie the Streetcar Boat" for children.

Preservation Alliance of Minnesota presents award to MTM for its preservation efforts.



### 1992

The Board cancels the 1992 operating season at Stillwater, and moves the railroad to Osceola. The trackage rights agreement with Wisconsin Central is signed and operations start up in record time, on September 4th.

Excelsior Park roller coaster car #1 is acquired.

Streetcar #1809 is cosmetically restored and placed at the proposed end of track in downtown Excelsior.

The boat building is heated and insulated.



### 1993

Responsibility for the Minnehaha Depot is transferred from the Railroad Division to the Traction Division.

The Osceola & St. Croix Valley Ry. is incorporated.

The Minnehaha's hull reframing is complete.

The Museum Services Division is created to handle membership, publications and archives.

The Oral history project begins.

Three TCRT GMC 5105 buses are acquired from Lorenz Bus Co.

The Stillwater railroad is sold to the Minnesota Zephyr under a contract for deed.

Motorettes Reunion held at Lake Harriet.

First MTM Annual Dinner held.

**Art Pew** makes major stock donations that pay down much of the Jackson Street Roundhouse mortgage debt.

Great Northern #A-11 returned to First Class service at Osceola.

### 1994

"Whistling Down the Valley", the story of the Osceola railroad, is published.

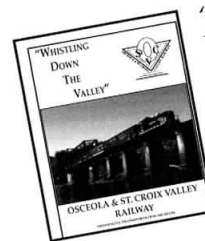
Board adopts museum collections policy.

First three ISTE A grants totaling \$694,000 are awarded for Jackson Street Roundhouse, Como-Harriet Line, and Excelsior Streetcar Line.

Minneapolis, Northfield & Southern boxcar #408 acquired.

Four gas trolleys acquired from ValleyFair, two are sold to Minnesota Zephyr.

MTM crews begin operating the weekly local freight on the Dresser Sub from





Withrow, MN to Amery, WI.  
Steamboat Division publishes "The Little Yellow Fleet".

## 1995

MTM hosts the Association of Railway Museums' annual convention.

"Twin City Lines-The 1940s" published.

Osceola Historical Society begins the ISTEAFunded restoration of the Osceola Depot.

Great Northern coach #1213 reconditioned.

Art Pew makes third stock gift, reducing the Jackson Street mortgage to \$207,000. The gifts total \$712,000.

Minnehaha is launched and undergoes sea trials.

Interactive computer display installed at Linden Hills depot.

"The Store on Rails" opens at Osceola.

Miniature Rock Island Rocket acquired.



## 1996

Jackson Street powerhouse building acquired.

Osceola depot restoration completed and O&StCV operations relocated there. MTM members furnish the depot.

New museum-wide phone system installed.

MTM web site created.

Minnehaha maiden voyage on May 24th. 328 runs special service between Wayzata and Lafayette Club. "Over-under" photo of boat and train at Arcola bridge.

Minnehaha begins regularly scheduled service between Excelsior and Wayzata.

Industrial tenants vacate Jackson Street Roundhouse. ISTEAFunded renovation begins.

ISTEAFunded work begins at Como-Harriet.

First High Bridge-Low Bridge special run from Osceola to New Richmond.

1937 Yellow city bus acquired.

New ISTEAGrants totaling \$805,000 awarded to the Railroad Division for passenger car restoration and to Jackson Street Roundhouse.

First Steamboat Division office opened and first staff person hired.

## 1997

"Como-Harriet Story" published.

Jim Burt completes oral history interviews of 32 retired railroad workers.

Soo Line #1003 visits Osceola and runs first doubleheader with #328.

PCC restoration moves to Lake Harriet.

Preservation Alliance of Minnesota again honors MTM, this time for the Steamboat Minnehaha restoration.

Jackson Street progress: parking lot, offices, bathrooms, Rutledge depot moved and restored.

ISTEAWork completed at Como-Harriet: car barn expansion, track renewal and partial restoration of the pedestrian underpass.

ISTEAWork begins at Excelsior: track laying and car barn construction.

First Halloween trolley operation.



## 1998

First Lifetime Achievement Awards given.

Three pairs of streetcar power trucks arrive from Japan, making possible the restorations of TCRT #1239 and, in the future, Mesaba Ry. #10.

Partially restored wood coach body from Coon Rapids acquired.

Steamboat Division office moved to Excelsior.

TCRT #1239 moved from Jackson Street to new Excelsior car barn. Restoration begins.

GP7 #4159 purchased from Wisconsin Central, repainted as Soo Line #559 and placed in service at Osceola.

Wisconsin Central abandons the line from Dresser to Amery, WI.

Canadian Pacific conveys the track in front of the Minnehaha depot to the Park Board.

"Steamfest in the Valley" features first revenue runs of Soo Line 4-6-2 #2719, and first triple-headed steam in over 50 years.

Rock Island commuter coach #2529 and Duluth, South Shore & Atlantic wood RPO #101 cosmetically restored at

Jackson Street.

Dan Patch locomotive #100 runs for the first time since 1987.



## 1999

Jackson Street Roundhouse museum opened for the public for the first time. Thomas the Tank Engine visits.

Excelsior Streetcar Line completed and regular scheduled service begins.

Chuck Armstrong hired as first Executive Director.

Congressman James Oberstar announces a \$700,000 federal appropriation for Jackson Street.

Winona streetcar #10 acquired.

PCC #322 runs for the first time.

Night Train restaurant coach bodies acquired.

Bandana Square rail equipment acquired, including GN F-unit, NP gondola and CB&Q caboose.

NP steam locomotive #2156 purchased from the City of St. Paul. NP #328 lease from the City of Stillwater extended for another 32 years.

MTM visits/ridership tops 100,000 for the first time (actually 104,000).

## IN FOND MEMORY

Curt Allen Carroll Mattlin

Ray Bensen, Sr. Elwin Miller

David Boone Fraser Morse

Bob Bowes Wayne Olsen

Ray Bowlan Gordon Pederson

Ezra "Ben" Curry Ralph Peterson

Robert Edenborg Robert Philipp

Charles Eichhorn Gerald Provost

Walter Hotvet Paul Rhodes

Al Jensen Todd Rust

Norman Kerr, Bob Schumacher

Norman Keyes James Weist

Tom Lamphier Eugene Whitacre

# Southwest Minnesota Branchline Railroading

Many thanks to our friend Louise Gervais of the End-O-Line Museum in Currie, for letting MTM reproduce these photos from its collection. They show life on the prairie branchlines of the Omaha Road that ran from Bingham Lake to Currie and from Heron Lake to Pipestone.



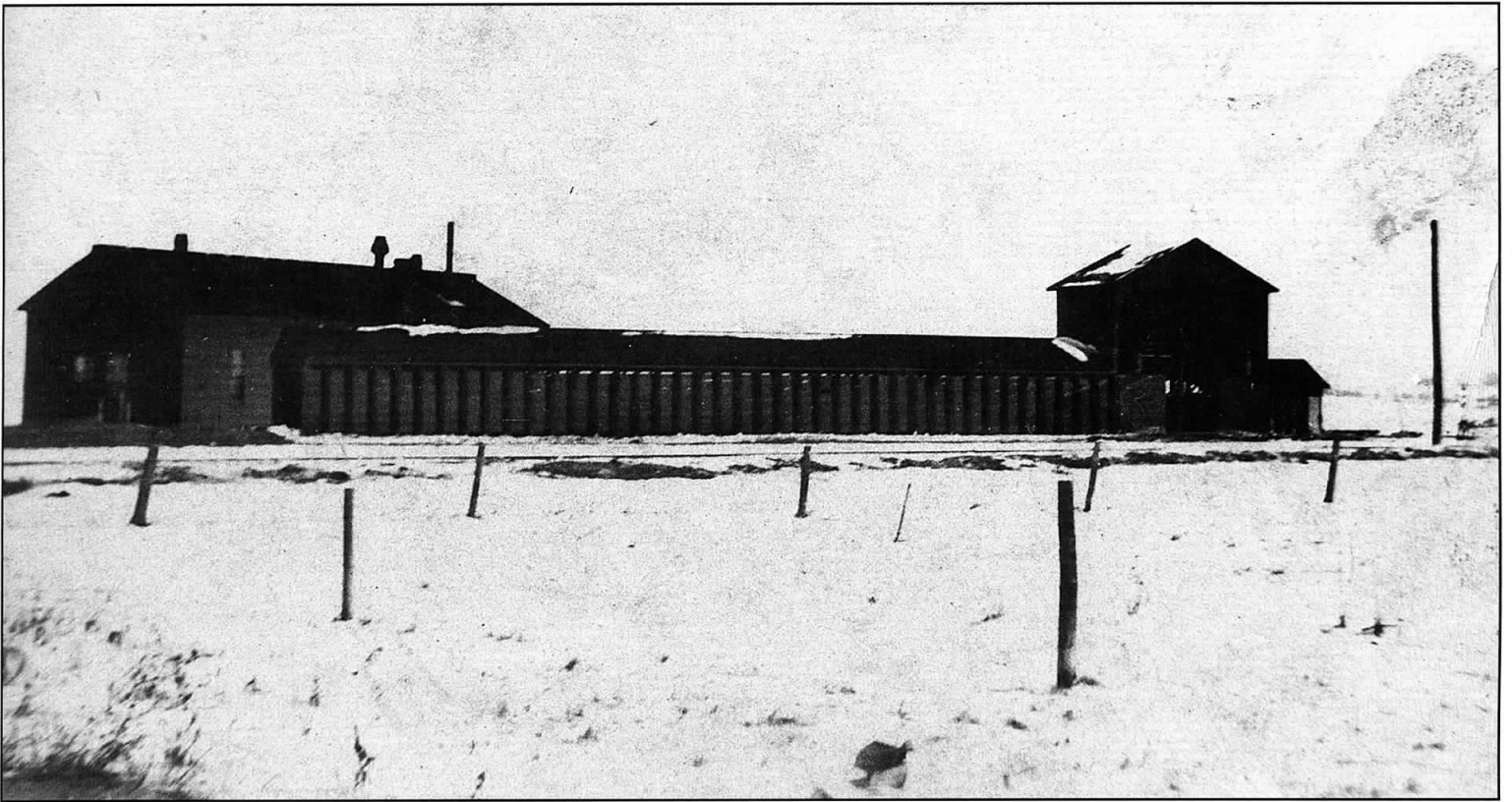
Little terminal on the prairie. At left: Currie boasts a simple wood frame depot, grain elevators, single stall engine house and at right: a coal bunker.

Southwest Minnesota windows are fierce and keeping the line open was always a challenge. Here is the rotary plow at Woodstock.

The section crew at Lake Wilson.







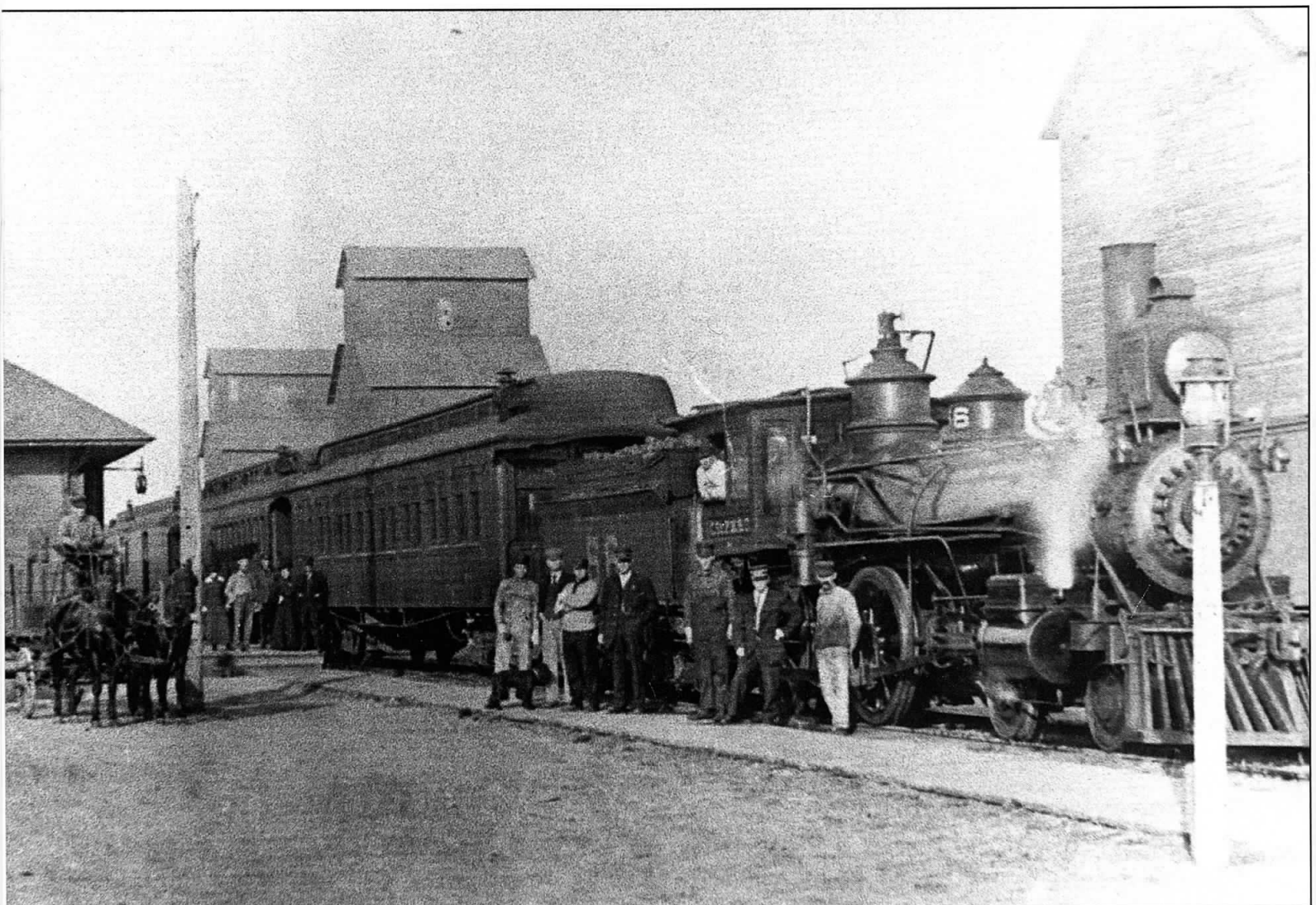


This is the 1950 version of the annual Corn Feed. Lake Wilson depot agent Harvey Butterfield invited this group over from Heron Lake.

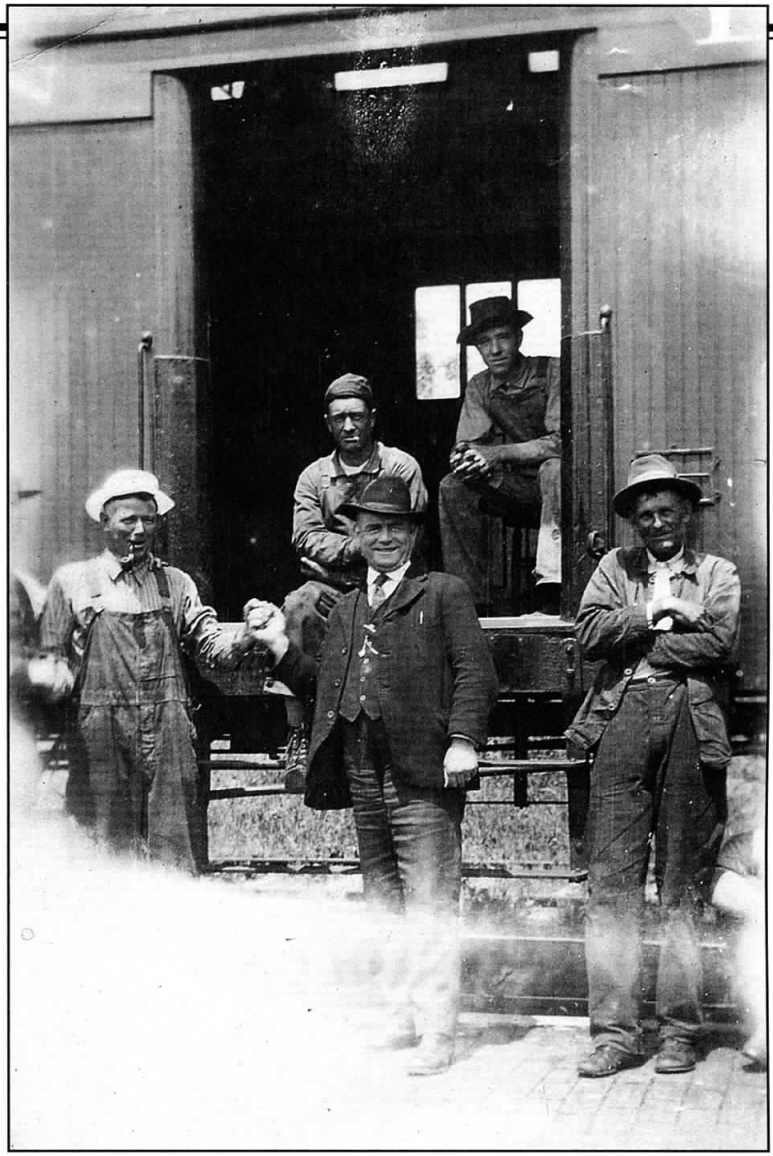
Agnes Kline Ruppert walks the rails in Currie.

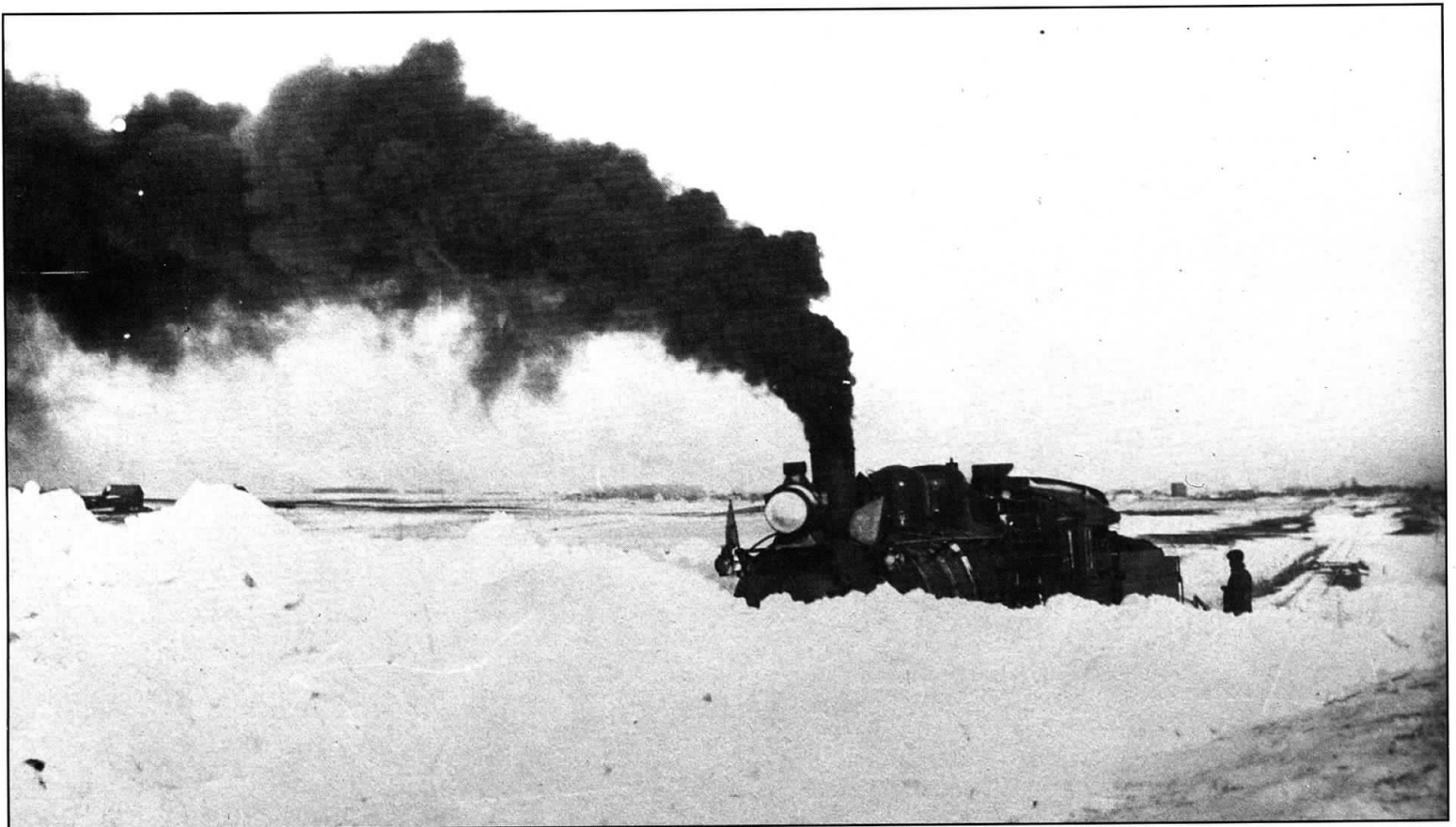
Below right: Flood water cover the tracks at Currie.

Currie around 1900.









**Snowbound in Flannery Cut, a mile and a half west of Lake Wilson.**

**In 1946, this doubleheader has left its plow parked at Horseshoe Curve, and is running the 3.5 miles back to Lake Wilson for fuel and water.**



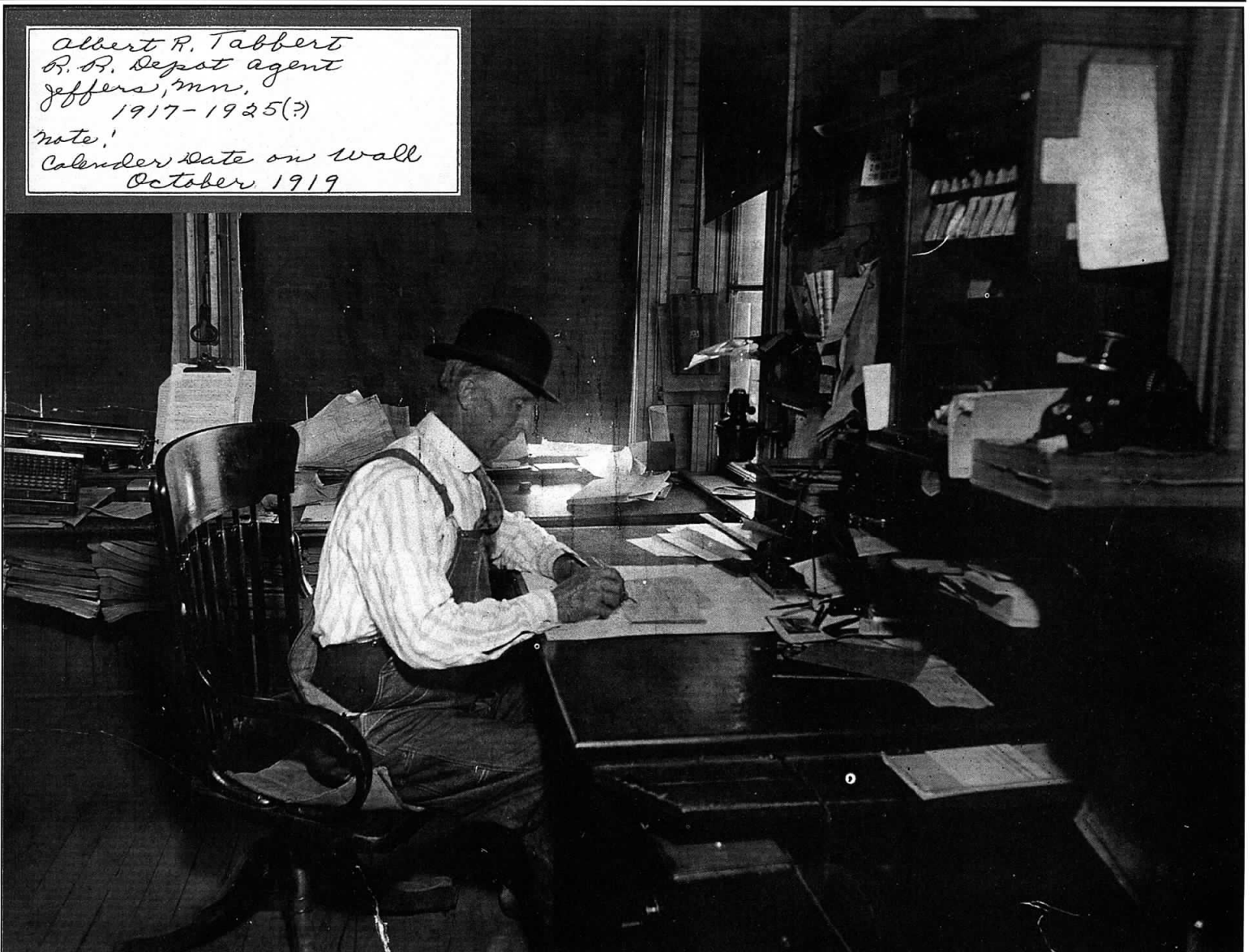




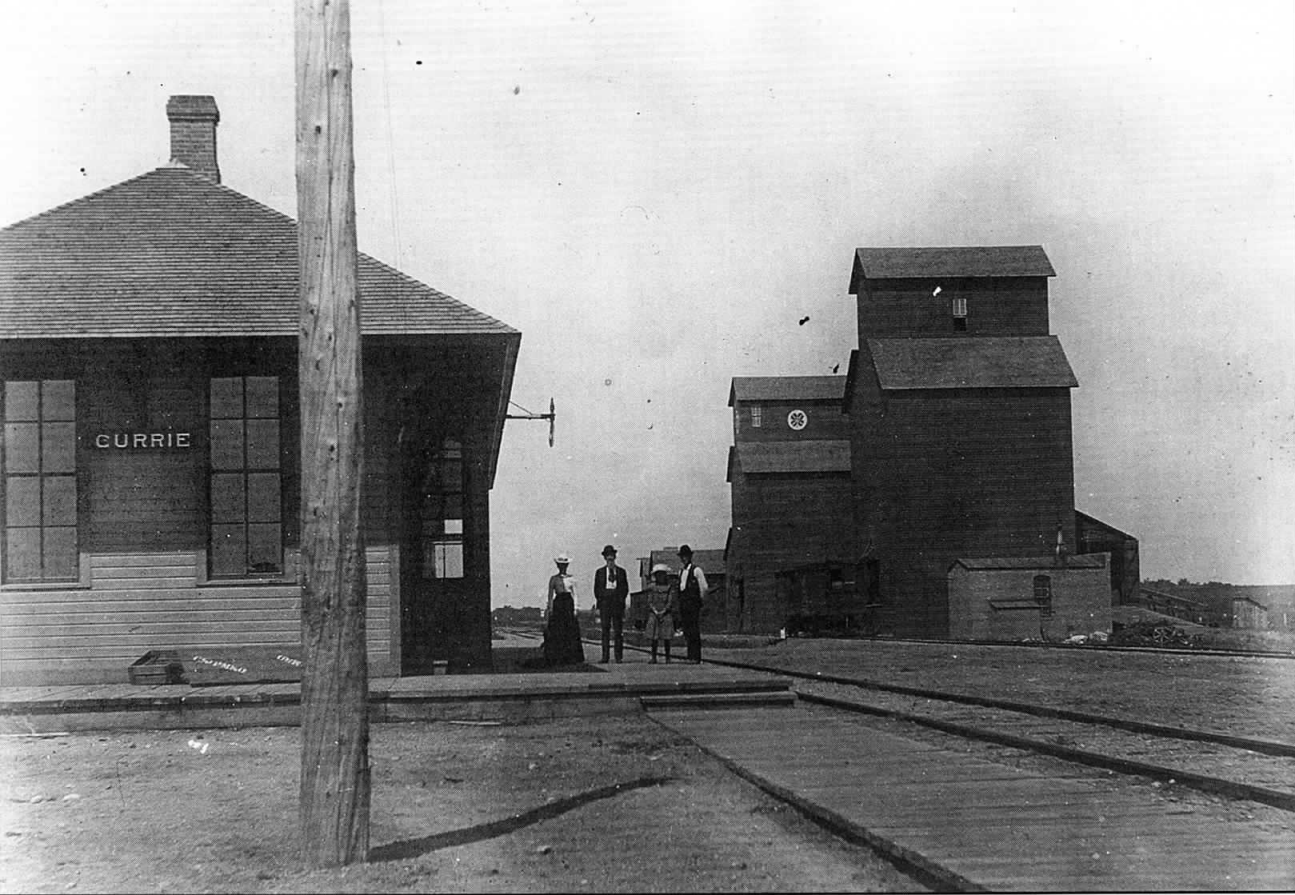
Albert R. Tabbert  
R. R. Depot agent  
Jeffers, Minn.  
1917-1925(?)

note:

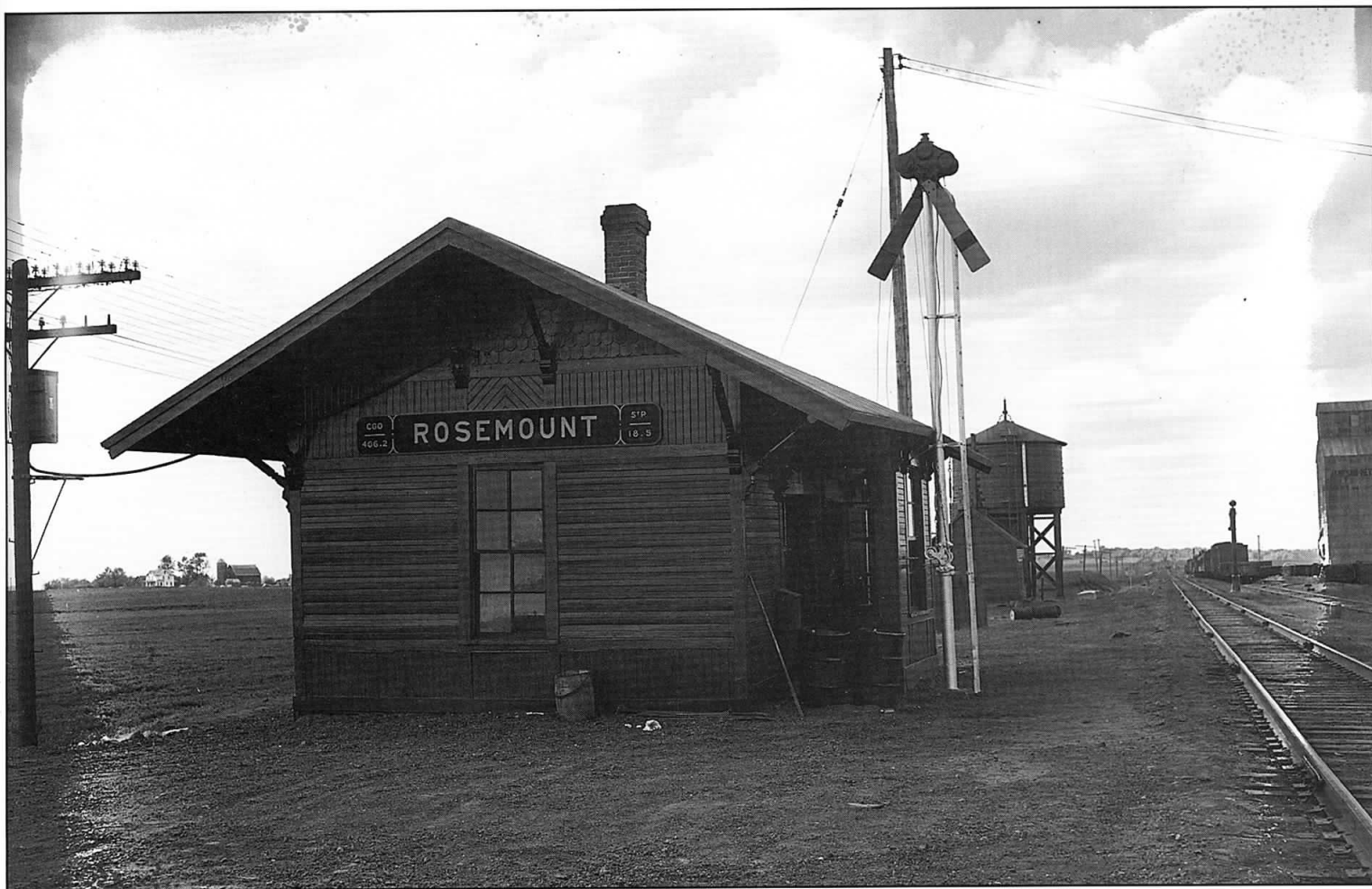
Calendar Date on wall  
October 1919



To use Lucius Beebe's memorable phrase, these photos show the Currie branch "when all the world was new".



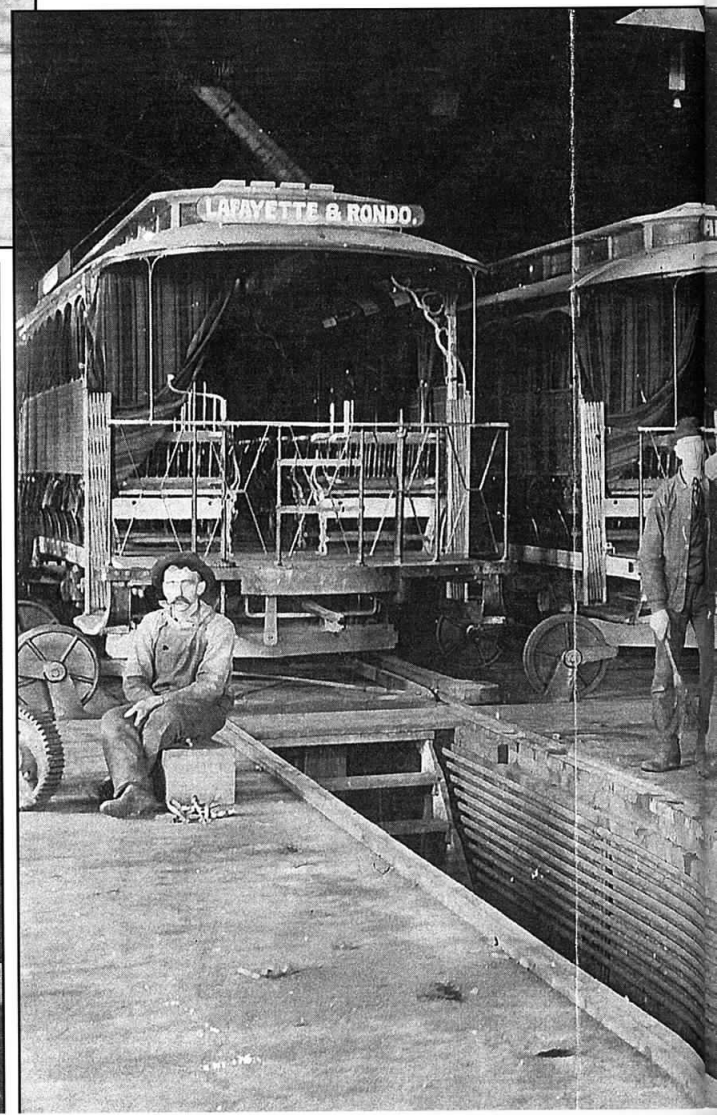
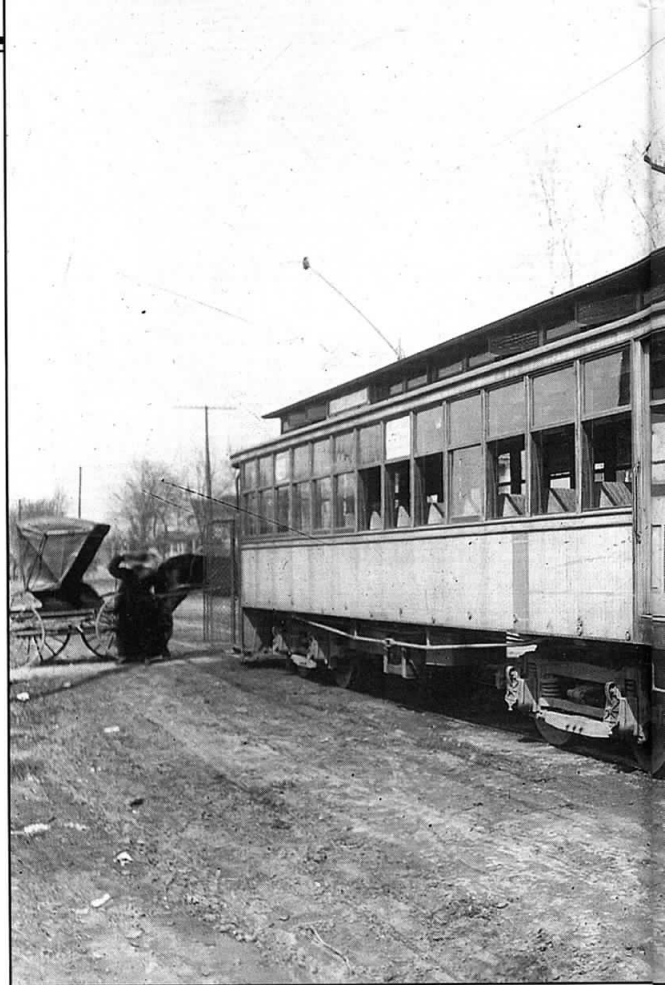
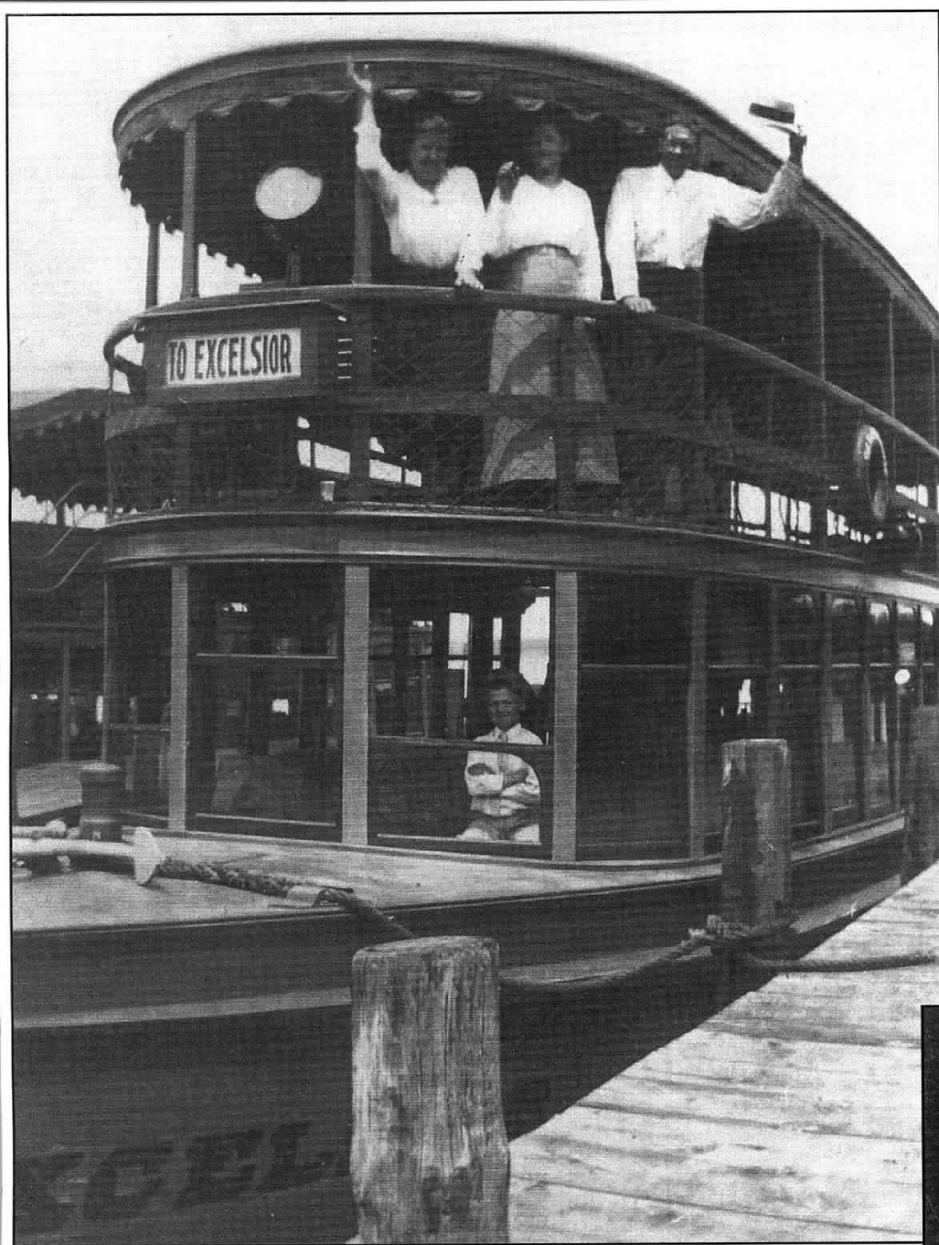




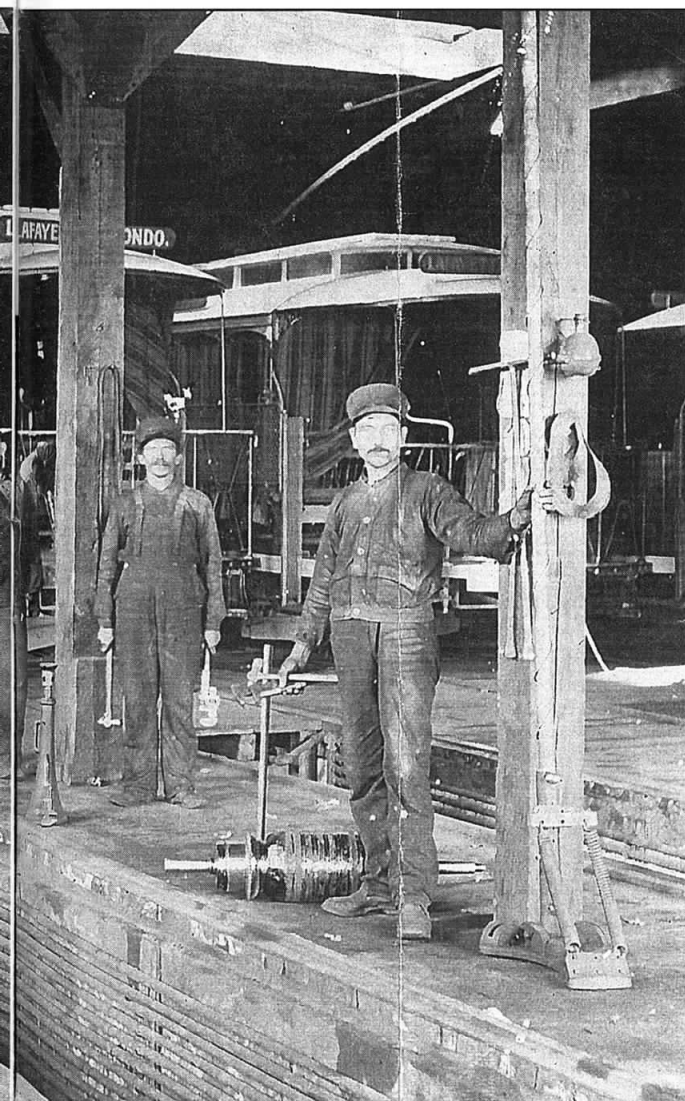
Another from the Minneapolis Star-Tribune newspaper negatives. Some are starting to deteriorate, causing the discoloration around the outer edges. This 1942 view appears to be the Milwaukee Road's original Rosemount depot, built in 1865. Minnesota Historical Society collection.

Three very clean F-7s lead an eastbound Chicago & North Western freight across the St. Croix River and into Hudson, WI, sometime in the 1950s. MTM collection.









At the Lake Wilson water tank in 1947. L to R are Engineer John Egleston, Conductor Paul "Curly" Ventioner, Fireman Al green, Brakeman Leroy Seely and Brakeman "Snapper" Martin.

At one time Twin City Rapid Transit was the largest employer in the Twin Cities. The legacy of that time is photos buried away in family albums. These emerge as people either hear about MTM, or call to ask about their family's history. Here are four that were donated in the past year.

Top left: Magnuson lived across 32nd Street from Nicollet Station. The family traveled to Lake Minnetona and posed on the express boat Excelsior. Donated by Jodi Magnuson.

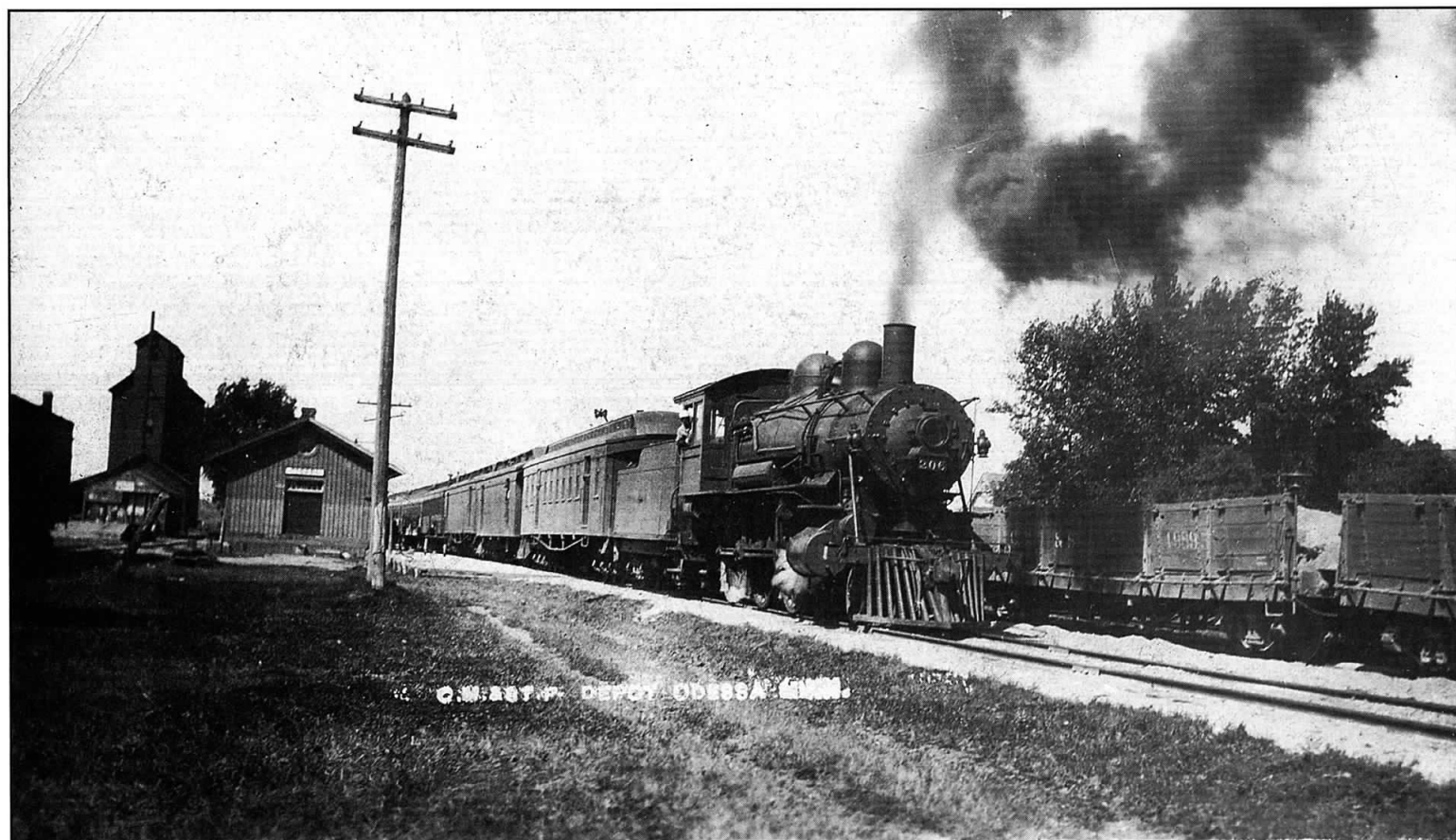
Center: This rather worn looking class B-3 car is sitting at the Brainerd and Edgerton end of the Mississippi & West St. Paul line about 1910.

These open cars all lettered for Lafayette & Rondo are inside an unknown St. Paul carhouse, one of the group that was abandoned in the 1900's in favor of Snelling and Duluth Street Stations.

Depot, Little Falls, Minn.



"Pub. for — The Golden Rule, Little Falls, Minn."



C. & N. W. R. R. DEPOT ODESSA MINN.





Here are four from the golden age of postcards, 1905-1920. Northern Pacific varnish pauses at Little Falls. The Milwaukee Road calls at Odessa. Streetcars grace this view of the West Hotel in Minneapolis. Looking toward the dock on Big Island, as a ferry from Excelsior approaches. All MTM collection.





**Radiating wholesomeness, a World war II sailor on leave and his nautically dressed girlfriend enjoy Lake Calhoun aboard the Park Board's launch Three Lakes. Minneapolis Star-Tribune photos, Minnesota Historical Society collection.**



**Rear cover: The Great Northern knew something about publicity. It revived its first locomotive, the William Crooks, for special occasions. There are two possibilities behind this fine glossy photo. The first is the launching of the first Empire Builder, behind green boilered beauty #2527, a Jackson Street resident. The second is the opening of the new St. Paul Union Depot. We can't be sure of the date, but note the disturbed dirt in the distance and the raw side of the fill. The old depot was closer to the river and prone to flooding. MTM collection.**











# MINNESOTA STREETCAR MUSEUM

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[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

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